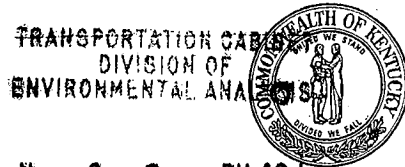


## APPENDIX A

### AGENCY CORRESPONDENCE



Nov 3 3 27 PM '04

COMMERCE CABINET

ERNIE FLETCHER  
GOVERNOR

W. JAMES HOST  
SECRETARY

**KENTUCKY HERITAGE COUNCIL**  
THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005 (502) 564-5820 FAX  
www.kentucky.gov  
October 12, 2004

DAVID L. MORGAN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

Mr. David M. Waldner, Director  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
125 Holmes Street  
Frankfort, KY 40622

**Re: Determinations of Effect for The Old Henry Road / Crestwood Bypass Project in Jefferson and Oldham Counties, Kentucky (Item No. 5-367.00)**

Dear Mr. Waldner:

The State Historic Preservation Office has completed its review of properties over 50 years of age within the above referenced project's Area of Potential Effect. It has been determined that the following properties are eligible for, or listed on the National Register of Historic Places: Site 10 (OL-352), Site 15 (Floydsburg Historic District), and Site 21 (Waldeck Farm, OL-227). We are in agreement with the Kentucky Transportation Cabinet that the project alignments as proposed will have No Effect on Historic Properties. However, the project should not be considered completely cleared by this office until the archaeological report is reviewed and commented upon. Should you have any questions regarding these comments, please contact Craig Potts of my staff at 502-564-7005 ext. 121.

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Morgan", is written over the typed name.

David L. Morgan, Director  
Kentucky Heritage Council and  
State Historic Preservation Officer

ERNIE FLETCHER  
GOVERNOR



SEP 10 3 18 PM '04  
COMMERCE CABINET

KENTUCKY HERITAGE COUNCIL  
THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005 (502) 564-5820 FAX  
www.kentucky.gov  
September 8, 2004

W. JAMES HOST  
SECRETARY

DAVID L. MORGAN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

Mr. David M. Waldner, Director  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
200 Mero Street, 5<sup>th</sup> Floor  
Frankfort, KY 40622

**Re: Additional Information for the Crestwood Bypass in Oldham County,  
Kentucky (Item No. 5-367.00)**

Dear Mr. Waldner:

The State Historic Preservation Office has received for review additional information for sites contained within the above referenced project. Based upon a site visit conducted by Rebecca Turner of your staff and Craig Potts of my staff, it was determined by consensus that the following properties are not eligible for listing on the National Register of Historic Places: Site 7 (OL-225), Site 18 (no survey number obtained by the consultant), and Site 19 (no survey number obtained by the consultant). Further review of these properties will, therefore, no longer be required.

Should you have any questions regarding these comments, please feel free to contact Craig Potts of my staff at (502) 564-7005.

Sincerely,

David L. Morgan, Director  
Kentucky Heritage Council and  
State Historic Preservation Officer

ERNIE FLETCHER  
GOVERNOR



COMMERCE CABINET

KENTUCKY HERITAGE COUNCIL  
THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005 (502) 564-5820 FAX  
www.kentucky.gov

W. JAMES POST  
SECRETARY

DAVID L. MORGAN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

TRANSPORTATION CABINET  
DIVISION OF  
ENVIRONMENTAL ANALYSIS  
APR 22 1 53 PM '04

April 16, 2004

Mr. David M. Waldner, Director  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
125 Holmes Street  
Frankfort, KY 40622

**Re: A Cultural Resource Survey for Old Henry Road / Crestwood Bypass in Jefferson and Oldham Counties, Kentucky (Item No. 5-367.00)**

Dear Mr. Waldner:

The State Historic Preservation Office has received for review and approval the above referenced cultural historic survey completed by Helen Powell of H. Powell and Co. We are in agreement with the reports author that the following properties are not eligible for listing on the National Register of Historic Places individually or within the context of a historic district: Site 1 (Finley F. Gibson House), Site 2 (Front Gabled Bungalow), Site 3 (T-Plan), Site 4 (Modern Colonial Revival Dwelling), Site 5 (Front-Gabled Dwelling), Site 6 (OL-226), Site 8 (Cape Cod House), Site 9 (Front Gabled House), Site 11 (Cape Cod House), Site 12 (Foursquare Dwelling), Site 13 (Front Gabled Dwelling), Site 14 (Front Gabled House), Site 16 (T-Plan), Site 17 (Cross Gabled House), and Site 20 (OL-222).

We are also in agreement that the following properties are eligible for, or are listed on the National Register of Historic Places: Site 10 (OL-352), Site 15 (Floydsburg Historic District), and Site 21 (Waldeck Farm, OL-227). We are unable to make a determination of eligibility, however, for Site 7 (OL-225), Site 18 (Bungalow), and Site 19 (Ranch Dwelling). Very little information regarding the eligibility or ineligibility of these properties was provided and the black and white photocopies were difficult to review. Further consultation regarding these sites will be required.

Finally, we will reserve comment regarding the effects of this project until that time when eligibility determinations can be finalized. Should you have any questions regarding these comments, please contact Craig Potts of my staff at 502-564-7005 ext. 121.

Sincerely,

David L. Morgan, Director  
Kentucky Heritage Council and  
State Historic Preservation Officer



**Ernie Fletcher**  
Governor

ROUTE	CHECK
FILE NO.	1980075

## TRANSPORTATION CABINET

Frankfort, Kentucky 40622  
www.kentucky.gov

**Bill Nighbert**  
Acting Secretary

**Jim Adams**  
Deputy Secretary

**Marc Williams**  
Commissioner of Highways

**Dan Druen**  
Commissioner of  
Administrative Services

**Paul Steely**  
Commissioner of Aviation

**Roy Mundy**  
Commissioner of  
Vehicle Regulation

April 29, 2005

Tom Layman  
American Consulting Engineers, PLC  
400 East Vine Street, Suite 211  
Lexington, Kentucky 40507-1577

**SUBJECT:** *An Archaeological Survey of the Recommended Alternate of the Proposed Crestwood Connector in Jefferson, Oldham, and Shelby Counties, Kentucky.* Item Number 5-367.00. By D. Randall Cooper and Jennifer Barber. Cultural Resource Analysts, Inc. Lexington, KY.

Dear Mr. Layman:

The Kentucky Heritage Council and the Division of Environmental Analysis have completed its concurrent review of the subject report. We concur with the no further work recommendation for archaeological site 15JF710. In addition, we concur with the recommendation that archaeological site 15OL129 is potentially eligible for listing in the National Register of Historic Places and will require additional work. However, both KHC and DEA do not agree with the two areas to be deep tested. The following comments are to be addressed and a final Phase I report submitted to this office by May 31, 2005.

1. Page 53. Flat Glass. What was the range of thickness and any other data that might be relevant.
2. Page 53. Clothing, provide measurements in the discussion of the buttons.
3. Site Maps. Please make sure that the scale of the maps and text description matches. According to our calculation and your scale, the size of the site 15OL129 is about 55m x 35m, not 85m x 55m as described in the text.
4. Page 79. What 1925 Oldham County Map was the house not located on? What did the later county transportation maps indicate? Other maps? Include as figures.
5. Site 15JF710. Based on shovel probe results, it is the recommendation of KHC and KYTC to places test units accordingly (10 square meters maximum) in areas that have the highest potential. We do not feel that geophysical survey in necessary. Afterwards, strip no more than 300 square meters of the site.
6. On-site required by KHC and KYTC "during" field investigations.

A-4

Jefferson, Oldham, Shelby Counties  
Item Number: 5-367.00  
April 29, 2005

7. Page 80. Figure 21 is blurry and dark, please correct.

Please submit three final bound copies. Upon KHC concurrence, the remaining 4 bound and 1 unbound copies will be required. If you have any questions, please feel free to contact James Lee Hixon at 502-564-7250.

Very truly yours,

A handwritten signature in black ink, appearing to read "David M. Waldner". The signature is fluid and cursive, with a large initial "D" and a long horizontal stroke at the end.

David M. Waldner, P. E. Director  
Division of Environmental Analysis

dmw/jlh

c: W. Roach  
T. Forman  
KHC: C. Hockensmith  
FHWA: A. Goodman  
CRA: S. Creasman  
District 5: K. Dant  
Archaeology files

DONALD S. DOTT, JR.  
DIRECTOR



PAUL E. PATTON  
GOVERNOR

COMMONWEALTH OF KENTUCKY  
**KENTUCKY STATE NATURE PRESERVES COMMISSION**

801 SCHENKEL LANE  
FRANKFORT, KENTUCKY 40601-1403  
(502) 573-2886 VOICE  
(502) 573-2355 FAX

May 19, 2003

Michael Floyd  
Third Rock Consultants, Inc.  
2514 Regency Road, Suite 104  
Lexington, KY 40503

Data Request 03-143

Dear Dr. Floyd:

This letter is in response to your data request of May 6, 2003 for the Old Henry - Crestwood Bypass project. We have reviewed our Natural Heritage Program Database to determine if any of the endangered, threatened, or special concern plants and animals or exemplary natural communities monitored by the Kentucky State Nature Preserves Commission occur near the project area on the Crestwood and Anchorage USGS quadrangles. Based on our most current information, we have determined that 17 occurrences of the plants or animals and no occurrences of the exemplary natural communities that are monitored by KSNPC are reported as occurring in the specified area.

Aquatic species in the area are sensitive to increased turbidity, sediment and other adverse influences on water quality. Our data are not sufficient to guarantee absence of endangered, threatened or sensitive species from the sites of proposed construction disturbance. We recommend that impacted streams be thoroughly surveyed by a qualified biologist prior to any in-stream disturbance.

*Myotis sodalis* (Indiana myotis, federally listed endangered, KSNPC endangered) is known to occur in Jefferson County. A thorough survey for this species should be conducted by a qualified biologist. The survey should include a search for potential roost and winter sites, and a mistnetting census at numerous points within the proposed corridor, particularly in preferred summer habitat. Summer foraging habitats include upland forests, bottomland forests and riparian corridors. Suitable



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

A-6

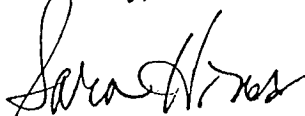
roost and winter sites include sandstone and limestone caves, rockhouses, clifflines, auger holes, and abandoned mines. In order to avoid impacts to bats, bottomland forests and riparian corridors, particularly near caves, should not be disturbed.

I would like to take this opportunity to remind you of the terms of the data request license, which you agreed upon in order to submit your request over the Internet. The license agreement states "Data and data products received from the Kentucky State Nature Preserves Commission, including any portion thereof, may not be reproduced in any form or by any means without the express written authorization of the Kentucky State Nature Preserves Commission." The exact location of plants, animals, and natural communities, if released by the Kentucky State Nature Preserves Commission, may not be released in any document or correspondence. These products are provided on a temporary basis for the express project (described above) of the requester, and may not be redistributed, resold or copied without the written permission of the Kentucky State Nature Preserves Commission's Data Manager (801 Schenkel Lane, Frankfort, KY, 40601. Phone: (502) 573-2886).

Please note that the quantity and quality of data collected by the Kentucky Natural Heritage Program are dependent on the research and observations of many individuals and organizations. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Kentucky have never been thoroughly surveyed, and new plants and animals are still being discovered. For these reasons, the Kentucky Natural Heritage Program cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Kentucky. Heritage reports summarize the existing information known to the Kentucky Natural Heritage Program at the time of the request regarding the biological elements or locations in question. They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. We would greatly appreciate receiving any pertinent information obtained as a result of on-site surveys.

If you have any questions or if I can be of further assistance, please do not hesitate to contact me.

Sincerely,



Sara Hines  
Data Manager

Enclosures: Data Report and Interpretation Key





United States Department of the Interior

FISH AND WILDLIFE SERVICE

3761 GEORGETOWN ROAD  
FRANKFORT, KY 40601

TRANSPORTATION CABINET  
DIVISION OF ENVIRONMENTAL ANALYSIS

SEP 12 9 55 AM '03

*Brian Cash*

August 28, 2003

Mr. David Waldner  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
125 Holmes Street  
Frankfort, Kentucky 40622

Subject: FWS #03-2488; Biological Assessment for I-265/Old Henry Road interchange to KY 22, Jefferson and Oldham Counties, Kentucky  
KTC Item No. 05-0367.00

Dear Mr. Waldner:

Thank you for your letter and enclosures of July 16, 2003, transmitting a biological assessment (BA) for the federally endangered Indiana bat, gray bat, and running buffalo clover in association with the construction of a new route from the Old Henry Road/I-265 interchange to KY 22 east of Crestwood, Kentucky. Fish and Wildlife Service (Service) biologists have reviewed the document, and we offer the following comments.

According to the BA, no potential running buffalo clover habitat exists within the project corridor. Furthermore, no Indiana bat or gray bat individuals were collected during the field survey, and no potential maternity or roosting sites for gray bats were observed within the area of the project corridor. Based on our knowledge of the project and the information submitted, the Service concurs that the proposed action is "not likely to adversely affect" the federally endangered Indiana bat and gray bat and will have "no effect" on running buffalo clover. In view of this, we believe that the requirements of section 7 of the Endangered Species Act have been fulfilled for this project. Your obligations under section 7 must be reconsidered, however, if: (1) new information reveals that the proposed action may affect listed species in a manner or to an extent not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for the opportunity to comment on this action. If you have any questions or if we can be of further assistance, please contact Mindi Brady at (502)/695-0468 (ext.229).

Sincerely,

*Virgil Lee Andrews, Jr.*

Virgil Lee Andrews, Jr.  
Field Supervisor

A-8



**United States Department of the Interior**  
FISH AND WILDLIFE SERVICE  
3761 GEORGETOWN ROAD  
FRANKFORT, KY 40601

**FILE**  
1708-crowe p

June 6, 2003

Mr. Michael Floyd, PhD  
Third Rock Consultants  
2514 Regency Road, Suite 104  
Lexington, KY 40503

Subject: FWS #03-2139; Re-Coordination of Old Henry-Crestwood Bypass, Jefferson and  
Oldham Counties, Kentucky  
KTC Item No. 5-361.00

Dear Mr. Floyd:

Thank you for your correspondence of June 5, 2003, regarding the proposed construction of the Old Henry-Crestwood Bypass in Jefferson and Oldham Counties, Kentucky. The project involves construction of a new connector road between KY 22 and the I-265/Old Henry road interchange. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and the following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

In general, we are concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Excessive sedimentation can clog stream channels and contribute to increased flooding. It can also increase water temperatures and cause oxygen demands that can damage or destroy fish and invertebrate populations. Deposition of sediment on the channel bottom also degrades aquatic habitat by filling in substrate cavities, burying demersal eggs, and smothering bottom organisms. In addition, turbidity, as induced by accelerated erosion and sedimentation, results in further damage to aquatic systems. Increased particulate matter suspended in the water column may drive fish from the polluted area by irritating the gills, concealing forage, and/or destroying vegetation that may be essential for spawning and cover habitat for particular species. Turbidity also degrades water quality by reducing light penetration, pH and oxygen levels, and the buffering capacity of the water. Degraded water quality may continue far downstream from the point where the erosion occurs.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of construction erosion control standards can preclude most sedimentation problems. In some cases, however, additional

measures will need to be taken by on-site inspectors and construction representatives that are trained in erosion and sediment control methods. We request that you consider having an inspector on-site during all construction activities to ensure that work areas are stabilized on a daily or regular basis.

Upon review of the proposed projects, we find that the information provided is insufficient to determine if the proposed actions will require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps of Engineers permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:
  - a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.
  - b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water.
  - c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion.
  - d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.
  - e. Limitation of in-stream activities: In-stream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.
2. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.
3. All fill should be stabilized immediately upon placement.
4. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).

5. Existing transportation corridors should be used in lieu of temporary crossings where possible.
6. Good water quality should be maintained during construction.

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment.

According to our records, three federally listed species may occur within the proposed project areas. They are listed below:

<u>Common Name</u>	<u>Scientific Name</u>	<u>Federal Status</u>
running buffalo clover	<i>Trifolium stoloniferum</i>	Endangered
Indiana bat	<i>Myotis sodalis</i>	Endangered
gray bat	<i>Myotis grisescens</i>	Endangered

The federally endangered running buffalo clover (*Trifolium stoloniferum*) may occur in the vicinity of the project area. Running buffalo clover is a plant known to occur in habitats ranging from stream banks and low mesic (moderately moist) forests to lawns and cemeteries. Because this species is known to occur in the vicinity and due to the fact that potentially suitable habitat for this species may exist with the project's boundaries, you should survey the project area to determine the presence or absence of this species within the project area in an effort to determine if potential impacts to the species are likely. A qualified biologist, and preferably one who holds the appropriate collection permits for these species, must undertake such surveys, and we would appreciate the opportunity to approve the biologist's survey plan prior to the survey being undertaken and to review all survey results, both positive and negative. If this species is identified, we request written notification of such occurrence(s) and further coordination and consultation with you.

According to our records, summer roost habitat and winter hibernacula for the endangered Indiana bat (*Myotis sodalis*) and gray bat (*Myotis grisescens*) may exist within the proposed project area. Based on this information, we believe that: (1) forested areas in the vicinity of and on the project area may provide potentially suitable summer roosting and foraging habitat for the Indiana bat and potentially suitable foraging habitat for the gray bat (if suitable roosting sites are present); and (2) caves, rockshelters, and abandoned underground mines in the vicinity of and on the project area may provide potentially suitable winter hibernacula habitat for the Indiana bat and/or potentially suitable summer roosting and winter hibernacula habitat for the gray bat. Our belief that potentially suitable habitat may be present, and possibly occupied by one or both of these species, is based on the information provided in your correspondence, the fact that the project area and surrounding areas contain forested habitats that are within the natural ranges of these species, and our knowledge of the life history characteristics of these species.

The Indiana bat utilizes a wide array of forested habitats, including riparian forests, bottomlands, and uplands for both summer foraging and roosting habitat. Indiana bats typically roost under

exfoliating bark, in cavities of dead and live trees, and in snags (i.e., dead trees or dead portions of live trees). Trees in excess of 16 inches diameter at breast height (DBH) are considered optimal for maternity colony roosts, but trees in excess of 9 inches DBH appear to provide suitable maternity roosting habitat. Male Indiana bats have been observed roosting in trees as small as 3 inches DBH.

Prior to hibernation, Indiana bats utilize the forest habitat around the hibernacula, where they feed and roost until temperatures drop to a point that forces them into hibernation. This "swarming" period lasts, depending on weather conditions in a particular year, from about September 15 to about November 15. This is a critical time for Indiana bats, since they are acquiring additional fat reserves and mating prior to hibernation. Research has shown that bats exhibiting this "swarming" behavior will range up to five miles from chosen hibernacula during this time. For hibernation, the Indiana bat prefers limestone caves, sandstone rockshelters, and abandoned underground mines with stable temperatures of 39 to 46 degrees F and humidity above 74 percent but below saturation.

Gray bats roost, breed, rear young, and hibernate in caves year round. They migrate between summer and winter caves and will use transient or stopover caves along the way. For hibernation, the roost site must have an average temperature of 42 to 52 degrees F. Most of the caves used by gray bats for hibernation have deep vertical passages with large rooms that function as cold air traps. Summer caves must be warm, between 57 and 77 degrees F, or have small rooms or domes that can trap the body heat of roosting bats. Summer caves are normally located close to rivers or lakes where the bats feed. Gray bats have been known to fly as far as 12 miles from their colony to feed. Additional, habitat and life history information on these species is available on the Service's national website at [www.fws.gov](http://www.fws.gov).

Because we have concerns relating to these species on this project and due to the lack of occurrence information available on these species relative to the proposed project area, we have the following recommendations relative to Indiana bats and gray bats.

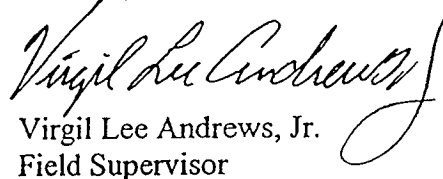
1. Based on the presence of numerous caves, rockshelters, and underground mines in eastern Kentucky, we believe that it is reasonable to assume that other caves, rockshelters, and/or abandoned underground mines may occur within the project area, and, if they occur, they could provide winter habitat for Indiana bats. Therefore, we recommend that you survey the project area for caves, rockshelters, and underground mines, identify any such habitats that may exist on-site, and avoid impacts to those sites pending an analysis of their suitability as Indiana bat and/or gray bat habitat by this office.
- 2) We also recommend that you only remove trees within the project area between October 15 and March 31 in order to avoid impacting summer roosting Indiana bats. However, if any Indiana bat hibernacula are identified on the project area or are known to occur within 10 miles of the project area, we recommend that you only remove trees between November 15 and March 31 in order to avoid impacting Indiana bat "swarming" behavior

We request your written acceptance of these recommendations. However, if these recommendations cannot be accomplished, you should survey the project area to determine the presence or absence of the species within the project area in an effort to determine if potential impacts to these species are likely. A qualified biologist who holds the appropriate collection permits for these species must undertake such surveys, and we would appreciate the opportunity to approve the biologist's survey plan prior to the survey being undertaken and to review all survey results, both positive and negative. If any Indiana bats and/or gray bats are identified, we request written notification of such occurrence(s) and further coordination and consultation with you.

Surveys would not be necessary if sufficient site-specific information was available that showed: (1) that there is no potentially suitable habitat within the project area or its vicinity or (2) that the species would not be present within the project area or its vicinity due to site-specific factors. Please provide us with written notification if either or both of these are applicable to the proposed project area.  
Please provide us with written notification if either or both of these are applicable to the proposed project area.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Mindi Brady at (502)/695-0468 (ext.229).

Sincerely,

  
Virgil Lee Andrews, Jr.  
Field Supervisor

## FISH &amp; WILDLIFE COMMISSION

Mike Boatwright, Paducah  
 Tom Baker, Bowling Green  
 Allen K. Gailor, Louisville  
 Ron Southall, Elizabethtown  
 Dr. James R. Rich, Taylor Mill, Chairman  
 Ben Frank Brown, Richmond  
 Doug Hensley, Hazard  
 Dr. Robert C. Webb, Grayson  
 David H. Godby, Somerset



COMMONWEALTH OF KENTUCKY  
 DEPARTMENT OF FISH AND WILDLIFE RESOURCES  
 C. THOMAS BENNETT, COMMISSIONER

May 5, 2003

Michael A. Floyd  
 Third Rock Consultants  
 2514 Regency Road, Suite 104  
 Lexington, KY 40503

Threatened and Endangered Species Review: Re-Coordination of the Old Henry - Crestwood Bypass, KYTC  
 Item No. 5-361.00, Jefferson and Oldham Counties, Kentucky

Dear Mr. Floyd:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System indicates that no federally threatened or endangered fish and wildlife are known to occur in the Anchorage and Crestwood 7.5 minute USGS quadrangle(s). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

The KDFWR recommends the following for the portions of the project that cross intermittent and perennial streams:

1. Development/excavation during a low flow period to minimize disturbance;
2. Return all disturbed in-stream habitat to its original condition upon completion of construction in the area, and;
3. Preservation of tree canopy overhanging the stream.

We also make these additional recommendations regarding the project:

1. The applicant use a comprehensive sediment control plan consisting of silt barriers, diversion ditches, and immediate seeding and mulching of disturbed areas during and upon completion of the project.
2. Any excavation of stream channel for placement of bridge piers should be kept at a minimum.
3. The existing transportation corridors should be used as the main crossing of the stream during bridge construction if possible to minimize impacts to the aquatic resources.

I hope this information will be helpful to you. Should you require additional information, please contact me at (502) 564-7109 ext. 367.

Sincerely,

*Marla Barbour Callaghan*  
 Marla Barbour Callaghan  
 Fisheries Biologist III

Cc: Environmental Section



Arnold L. Mitchell Bldg. #1 Game Farm Road Frankfort, Ky 40601  
 An Equal Opportunity Employer M/F/D

A-14

HENRY C. LIST  
SECRETARY



PAUL E. PATTON  
GOVERNOR

COMMONWEALTH OF KENTUCKY  
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET  
DEPARTMENT FOR ENVIRONMENTAL PROTECTION  
FRANKFORT OFFICE PARK  
14 REILLY RD  
FRANKFORT KY 40601

May 6, 2003

Michael A. Floyd, Ph.D.  
Third Rock Consultants, LLC  
2514 Regency Road, Suite 104  
Lexington, Kentucky 40503

RE: Re-Coordination  
Old Henry-Crestwood Bypass  
Jefferson and Oldham counties, KY  
KYTC Item No. 5-361.00

Dear Dr. Floyd:

The Water Quality Branch has reviewed your request for information about the referenced area. There are no Exceptional Waters or Wild Rivers within the proposed corridor. There may be some wetlands within the study areas. Detailed wetland maps should be consulted when determining highway alignments.

I have enclosed biological data collected in 1999 in the project area. I had previously sent you the older data in our intensive survey report.

If you have any questions or need further information on biological communities, ORWs or wetlands, please contact me by phone (502/564-3410) or e-mail ([mike.mills@mail.state.ky.us](mailto:mike.mills@mail.state.ky.us)).

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael R. Mills".

Michael R. Mills, Supervisor  
Ecological Support Section

c: File

Enclosure



Printed on Recycled Paper  
An Equal Opportunity Employer M/F/D

A-15



## APPENDIX B

### FARMALND CONVERSION IMPACT RATING

## FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		1. Date of Land Evaluation Request N/A		2. Sheet <u>  1  </u> of <u>  2  </u>	
3. Name of Project I265/Old Henry Road Interchange to KY22		4. Federal Agency Involved Third Rock Consultants, LLC			
5. Proposed Land Use Highway right-of-way		6. County and State Oldham County, Kentucky		7. Type of Project: Corridor <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS		2. Person Completing the NRCS parts of this form	
3. Does the site or corridor contain prime, unique, statewide or local important farmland? Yes <input type="checkbox"/> No <input type="checkbox"/> (If no, the FPPA does not apply - Do not complete additional parts of this form)		4. Acres Irrigated		5. Average Farm Size	
6. Major Crop(s)		7. Farmable Land in Government Jurisdiction Acres:                      %		8. Amount of Farmland As Defined in FPPA Acres:                      %	
9. Name of Land Evaluation System Used		10. Name of Local Site Assessment System		11. Date Land Evaluation Returned by NRCS	
<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Site Rating</b>			
		<b>Alt 45-B / 6</b>			
A. Total Acres To Be Converted Directly		129.6			
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres in Site		129.6			
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>		<b>Alt 45-C / 2-5</b>			
A. Total Acres Prime and Unique Farmland		90.1			
B. Total Acres Statewide and Local Important Farmland					
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		98.8			
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value					
<b>PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)</b>		<b>Alt 45-C / 3-5</b>			
<b>PART VI (To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b &amp; c))</b>		<b>Max. Points Corridor</b>			
1. Area in Nonurban Use		15			
2. Perimeter in Nonurban Use		10			
3. Percent of Site Being Farmed		20			
4. Protection Provided by State and Local Government		20			
5. Distance from Urban Built-up area		0			
6. Distance to Urban Support Services		0			
7. Size of Present Farm Unit Compared to Average		10			
8. Creation of Non-Farmable Farmland		25			
9. Availability of Farm Support Services		5			
10. On-Farm Investments		20			
11. Effects of Conversion on Farm Support Services		25			
12. Compatibility with Existing Agricultural Use		10			
<b>TOTAL CORRIDOR OR SITE ASSESSMENT POINTS</b>		160			
<b>PART VII (To be completed by Federal Agency)</b>		<b>53</b>			
Relative Value of Farmland (from Part V above)		100			
Total Corridor or Site Assessment (From Part VI above or a local site assessment)		160			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
<b>PART VIII (To be completed by Federal Agency after final alternative is chosen)</b>					
1. Corridor or Site Selected:		2. Date of Selection:		3. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
4. Reason For Selection:					
Signature of person completing the Federal Agency parts of this form:					DATE

## APPENDIX C

### CITIZENS ADVISORY COMMITTEE

ADVISORY COMMITTEE (2003-2005)  
 OLD HENRY ROAD EXTENSION /I-265 INTERCHANGE TO KY 329B IN CRESTWOOD  
 JEFFERSON AND OLDHAM COUNTIES

Greg Groves Chairperson, District 5 KYTC Department of Highways 977 Phillips Lane, P O Box 37090 Louisville, KY 40233	William Monhollon Chief District Engineer KYTC Department of Highways 977 Phillips Lane, P O Box 37090 Louisville, KY 40233
Charles Cash Louisville Metro Representative 531 Court Place, Suite 900 Louisville, KY 40202 cash@loukymetro.org	Paul Dries 10172 Linn Station Road Louisville, KY 40223
Rep. Bob DeWeese 6206 Glenn Hill Rd Louisville, KY 40222	Mr. Mark Adams, County Engineer 531 Court Place, Suite 401 Louisville, KY 40202
Senator Julie Denton 8708 Twin Ridge Ct. Louisville, KY 40242	Mr. Harold Tull, KIPDA Transportation Director 11520 Commonwealth Drive Louisville, KY 40299
Hal Heiner Council Member, 19 <sup>th</sup> District 527 West Jefferson Street, Suite 200 Louisville, KY 40202	Maggie Fletcher 14425 Old Henry Road Louisville, KY 40245
Rich Gowin 14015 Old Henry Trail Louisville, KY 40245	Chuck Kavanaugh 1000 N. Hurstborne Parkway Louisville, KY 40223
Mary Ellen Kinser County Judge Executive County Court House LaGrange, KY 40031	Richard Rash Magistrate 7409 Autumn Bent Way Crestwood, KY 40014
Bob Deibel Magistrate 7403 E. Kilgus Circle Crestwood, KY 40014	Louise Allen Director, Planning and Zoning 110 West Jefferson Street LaGrange, KY 40031
Duane Murner Magistrate 8502 Todds Point Road Crestwood, KY 40014	Dennis Deibel Mayor of Crestwood P O Box 186 Crestwood, KY 40014
Orville Threlkeld, County Engineer 110 West Jefferson Street LaGrange, KY 40031	Gary Butler 8202 Highview Court Crestwood, KY 40014
Representative Tim Feeley 6520 Highway 329 Crestwood, KY 40014	Steve Rowland 120 Peace Lane Pewee Valley, KY 40056
Bob Rogers 7614 Woodbridge Drive Pewee Valley, KY 40056	Senator Ernie Harris P O Box 1073 Crestwood, Ky 40014
Don Davis 8405 Hawley Gibson Road Crestwood, KY 40014	Clayton E. Stoess, Jr. Mayor – City of Pewee Valley Pewee Valley City Hall, 312 Mt. Mercy Dr. Pewee Valley, KY 40056
Joe Schoenbaechler Oldham County Chamber of Commerce 704 W. Jefferson St., P O Box 366 LaGrange, KY 40031	Bonnie Bounnell 7805 Floydsburg Road Crestwood, KY 40014
Rob Rothenburger Shelby County Judge/Executive Shelby County Courthouse 501 Main Street Shelbyville, KY 40065	

ADVISORY COMMITTEE (1999 - 2003)  
 OLD HENRY ROAD EXTENSION  
 I-265 INTERCHANGE TO KY 329B IN CRESTWOOD  
 JEFFERSON AND OLDHAM COUNTIES

Greg Groves Chairperson, District 5 KYTC Department of Highways 977 Phillips Lane, P O Box 37090 Louisville, KY 40233	William Monhollon Chief District Engineer KYTC Department of Highways 977 Phillips Lane, P O Box 37090 Louisville, KY 40233
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Kathy Matheny County Judge Executive Representative 527 West Jefferson Street, Suite 400 Louisville, KY 40202	Mr. Adrian Freund, Director Dept. of Planning and Environmental Mgmt. 531 Court Place, Suite 1005 Louisville, KY 40202-3396
Representative Bob Heleringer 14209 Glendover Drive Louisville, KY 40245	Mr. Mark Adams, County Engineer 531 Court Place, Suite 401 Louisville, KY 40202
Senator Lindy Casebier 3304 Hardwood Forest Louisville, KY 40214	Mr. Harold Tull, KIPDA Transportation Director 11520 Commonwealth Drive Louisville, KY 40299
Mr. Russ Maple Commissioner 527 West Jefferson Street, Suite 200 Louisville, KY 40202	Mr. David Hoeh Dept. of Planning and Environmental Mgmt. 531 Court Place, Suite 1005 Louisville, KY 40202-3396
Rich Gowin 14015 Old Henry Trail Louisville, KY 40245	Chuck Kavanaugh 1000 N. Hurstborne Parkway Louisville, KY 40223
Paul Dries 10172 Linn Station Road Louisville, KY 40223	

Mr. John Black County Judge Executive County Court House LaGrange, KY 40031	Richard Rash Magistrate 6803 Brierhill Road Crestwood, KY 40014
Bob Deibel Magistrate 7403 E. Kilgus Circle Crestwood, KY 40014	Jim Urban Director, Planning and Zoning 110 West Jefferson Street LaGrange, KY 40031
Duane Murner Magistrate 8502 Todds Point Road Crestwood, KY 40014	Brian Fogle Economic Development, Oldham County 110 West Jefferson Street LaGrange, KY 40031
Richard Benton, County Engineer 110 West Jefferson Street LaGrange, KY 40031	Gary Butler 8202 Highview Court Crestwood, KY 40014
Representative Tim Feeley 6520 Highway 329 Crestwood, KY 40014	Nathan Stewart, Council Member P O Box 431 Pewee Valley, KY 40056
James Marquardt, Council Member 205 Rebel Drive Pewee Valley, KY 40056	Senator Ernie Harris P O Box 1073 Crestwood, Ky 40014
Don Davis 8405 Hawley Gibson Road Crestwood, KY 40014	Jim Kincer, Mayor – City of Pewee Valley P O Box 675 Pewee Valley, KY 40056
Joe Schoenbaechler Oldham County Chamber of Commerce 704 W. Jefferson St., P O Box 366 LaGrange, KY 40031	Dennis Deibel Mayor of Crestwood P O Box 186 Crestwood, KY 40014

**ADVISORY COMMITTEE MEETING NO. 1**  
**MEETING DATE: MARCH 30, 1999**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership and those who attended the first meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting. The Design Team performing the engineering and environmental services was introduced.

Project information books were distributed to each Committee member. The project manager, Mr. Tom Layman, provided an overview to Chapters 1, 2 and 5.

**Chapter One**

Overview of Public Involvement process including meeting dates. Several meeting dates have been revised to accommodate the Oldham County Fiscal Court meeting.

Chapter discussion centered on Committee role and Project Purpose and Need. Both statements are very critical to the project success. The Purpose and Need Statement will be used to evaluate alternative alignments for the project.

**Chapter Two**

Overview of the planning process and how the various levels of government planning are coordinated into a comprehensive look at project purpose and need. Current status of the project including funding commitments was explained.

**Chapter Five**

An overview of the recently activated Jefferson County Old Henry Road sub-area study was reviewed. This special study was presented by Mr. Wayne Bennett (consultant performing the study) and Mr. David Hoeh (Jefferson County Department of Planning and Environmental Management). The study includes a look at several land use plans for eastern Jefferson County and several thoroughfare plans to best address the land use plans.

Mr. Jim Urban (Oldham County Planning Director) briefly discussed the planning proposed by Oldham County to address the growth and development issues in the Old Henry Road corridor. The Oldham County planning proposal will be coordinated with the Jefferson County study.

The meeting concluded at 7:15pm with Meeting No. 2 scheduled for April 13, 1999 from 6:00 to 8:00pm at the Crestwood Civic Center.

The Advisory Committee Meeting No. 2 will cover Chapters 3 and 4 on Flexible Design Standards and Safety Issues.

**ADVISORY COMMITTEE MEETING NO. 2**  
**MEETING DATE: APRIL 13, 1999**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership and those who attended the second meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. Members attending the committee for the first time were given project binders. Mr. Groves then turned the meeting over to Mr. Tom Layman, the project manager. Mr. Layman briefly reviewed the important items on Chapter 1, 2, and 5 for the Committee members attending for the first time. Special attention was directed at the Role of the Committee and the Project Purpose and Need Statement.

Mr. Layman then continued to cover the two remaining chapters on the Project Binder: Chapters 3 & 4.

**Chapter 3**

Provided an overview of the Highway Design guidelines and the flexibility within the guidelines. Of particular interest was the functional classification, design speed, type of roadway typical section (urban or rural), access control (partial), and type of edge treatment (aesthetic treatment: berms, plantings, etc.) for the roadway.

**Chapter 4**

Provided an overview of the safety conditions and statistics associated with various cross-section elements, such as lane, shoulder, median and clear zone widths. Access control as a safety feature was also discussed.

The presentation was concluded with an example of what impact could be expected in locating a section of highway in a rural area and preservation of tree lines.

Maps on 11"x17" sheets of paper were handed to those persons present, with instruction to locate the proposed project from the I-265/Old Henry Road Interchange (point A) to KY 329 Bypass in Crestwood (point B).

The meeting was then opened for discussion with several comments offered, namely:

1. **Concern was made regarding the use of the route as a trucking short cut between Interstate System Roadways I-265 and I-71.**

Response: This condition could be discouraged by the number of at-grade intersections and design speed (curves and grades) of the roadway.

2. **It seems a better location to terminate the project near Crestwood would be out KY 22 away from the Waldeck Farm Mansion and closer to Curry's Fork.**

Response: From a traffic flow perspective, the most appropriate terminal point near Crestwood would be the KY 329 Bypass intersection with KY 22 because motorists destined to the area along KY 146

between Crestwood and Buckner would not have adverse travel distance to the Gene Snyder Freeway (I-265) at Old Henry Road Interchange. Secondly, if the Crestwood terminus is moved, the project scope changes with possible significant increases in cost, which means the project would be reevaluated by the state for possible removal from the Six-Year Program. In addition, the terrain near the mansion is such that the new roadway could be depressed in that area and not visible from the mansion grounds.

**3. Why not locate the new roadway through the hazardous waste site off KY 362 along Floyd's Fork?**

Response: This could possibly be a valid option, but usually hazardous waste sites are very expensive conditions and involve long time delays.

**4. What about Alternate 2 in the Scoping Study as a possible location?**

Response: If that is your preferred alternate, then submit that alternate at Meeting #3 with accompanying comments on why it should be selected.

**5. What about locating the new roadway on the southeastern side of Floyd's Fork?**

Response: Same as #4 above.

**6. What right-of-way requirements will be necessary for the project?**

Response: If you assume a four lane rural typical roadway section with a 40 feet depressed median, the right-of-way width could be as much as 180 feet. If an urban section with curb and gutter and a raised median is assumed, the right-of-way width could be as little as 120 – 130 feet.

**7. Who determines what alternate is selected for construction?**

Response: The ultimate selection resides with the Governor. However, several things go into the equation, such as public acceptance, economic conditions (road user benefits, relocation conditions, employment opportunities, and cost of project) and environmental conditions.

**8. How many intersections/interchanges will be on the project?**

Response: We are not far enough into the project information to know how many, but we do know that this roadway will be classified as an arterial which implies at grade intersections on a 600 feet or 1200 feet spacing due to the type of partial access control.

The meeting was concluded at 7:40 PM with Meeting No. 3 scheduled for April 27 from 6:00 PM to 8:00 PM at the Crestwood Civic Center.

The Advisory Committee Meeting No. 3 will review the alternative alignments submitted by the committee members. The homework assignment was to provide alternate routings with supporting rationale for the location of the new route. The alternates presented should not be personally endorsed by the originator. We need to keep personalities out of the discussion. Please discuss the alternates with your neighbors and please keep an open mind.

See you at the April 27, 1999 meeting!



**ADVISORY COMMITTEE MEETING NO. 3**  
**MEETING DATE: APRIL 27, 1999**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership and visitors who attended the third meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. Mr. Groves then turned the meeting over to Mr. Tom Layman, the project manager.

The purpose of this committee meeting was to gather ideas from the membership regarding project location.

We reviewed the importance of the project Purpose and Needs statement, and how the Statement needs to guide the location selection. Attached to the minutes is a copy of the project Purpose and Needs Statement. This Statement identifies the project termini and the reasons for the project; namely: to help reduce the traffic use and congestion on KY 146 through PeWee Valley, and to provide improved access to the Old Henry Road corridor, a developing corridor created by the new interchange at Old Henry Road and the Gene Snyder Freeway (I-265).

This Statement implies that the closer the proposed roadway is to KY 146, the more traffic that could be diverted to the new road from KY 146. Also, the area served by Old Henry Road, Hawley-Gibson Road and KY 1408 generally defines the development corridor.

Issues that were identified in the committee discussion regarding location were:

1. Lake Forest Golf Course – Avoid this golf course, if at all possible, due to costs and public opposition. People have already purchased a number of homes overlooking segments of the golf course and paid premium rates to do so. If the golf course was eliminated because several of the holes were removed due to the new road, then all persons living along the golf course would be impacted. This would have the potential to remove the project from the State Six-Year Funding Program due to cost and public opposition.
2. Woodmont Subdivision – This is a new subdivision with expensive homes. This would be an expensive impact.
3. Super Fund Site – This site is covered with containers of toxic chemicals that would be very expensive to remove. In addition, the soil around the containers may be contaminated and would also have to be removed. The project funding established in the State Six-Year Program would be extremely inadequate for such cost coverage, and this cost increase could impact the advancement of the project.
4. Floyds Fork – The Floyds Fork Creek and the immediately surrounding land have been noted as a protected conservation area within Jefferson County. Therefore, there is a strong environmental sensitivity with locating a new roadway within the Floyds Fork corridor. This same sensitivity may extend into Oldham and Shelby Counties. Streams such as Floyds Fork and Curry Fork are places where archaeological site could potentially exist. Archaeological sites could complicate project location, development and time schedules.

Floyds Fork also creates a barrier to access. Currently there are only two adequate points of access from east of Floyds Fork to the Old Henry Road/Hawley-Gibson Road Development Corridor: KY 362 and KY 1408. Additional access would be expensive because it would require a bridge and connector roads. Therefore, a new roadway east of Floyds Fork will not reasonably satisfy the Purpose and Needs Statement due to the distance from KY 146 and need for improved access within the Old Henry Road corridor.

5. State Correctional Institute for Women – This institution contains several hundred acres and is immediately east of the Super Fund site and Floyds Fork. This institution is located in Shelby County. As mentioned in Issue #4 (Floyds Fork), when the proposed roadway alignment is located this far east it would be considered inconsistent with the project Purpose and Need Statement for both closeness to KY 146 and improved access within the Old Henry Road corridor.
6. Floydsburg – This community is steeped in history dating back to the Revolutionary War period. There is a section of Floydsburg that may be eligible as a history district. In addition, within Floydsburg are the Floydsburg Cemetery and the Duncan Memorial Chapel. Both have very significant community value. Any new roadway would have to go either east or west of Floydsburg.
7. Waldeck Mansion – This mansion has been nominated for the Historic Register and is considered by many to be a valuable community asset. The limits of the land area surrounding the mansion included in the nomination site should probably be limited to the tree line that contributes to the integrity of the site. A new roadway could be located around the mansion and be totally hidden by depressing the roadway and landscaping for roadway edge treatment.
8. Gas Lines – There is a gas pipeline corridor that contains three large diameter pipelines within the project corridor. If the profile of the new roadway impacts the gas lines such that the pipeline will have to be relocated, the cost would be in the millions of dollars. However, if the new roadway profile would go over the pipeline, then the impact cost would be in the hundreds of thousands of dollars.

After discussion of the above issues and thoughtfulness on the part of committee members to prepare alternate locations, the enclosed aerial photo with super-imposed route alternatives resulted. The aerial is being sent to committee members only. There were a few additional minor modifications offered, but the lines presented on the aerial generally capture the committee's ideas and suggestions. As noted, several of the alternates impacted sensitive areas.

There is one very restricted location regarding route options and that is the area where the sewage plant and Super Fund site are located. Most of the roadway proposals have to channel through this narrow opening; otherwise the roadway locations would impact a subdivision to the west or the Super Fund Site to the east.

Each committee member will need to review these alignment options for possible adjustments and/or discussion purposes with neighbors.

At our next meeting (Meeting No. 4, May 25, 1999) we are going to discuss each alternate again. Remember, at the May 25, 1999 meeting we will be discussing what information will be presented to the public. As currently scheduled, we will be holding a public meeting on June 22, 1999. We need to develop information packets for the meeting along with flyers, exhibits and a public meeting notice. Please let me know what your neighbors would like to know about this project. Hopefully, you have already discussed this project with your neighbors and have received some helpful insight. Remember, at this point nothing is set in concrete, but for the Project Purpose and Need Statement.

I look forward to seeing you and sharing information at our next meeting on May 25, 1999 from 6:00pm to 8:00pm, at the Crestwood Civic Club on Kavanaugh Lane.

**ADVISORY COMMITTEE MEETING NO. 4**  
**MEETING DATE: MAY 25, 1999**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership and visitors who attended the fourth meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. Mr. Groves also provided instructions to those in attendance regarding meeting comments. The meeting is for committee members since they are the persons responsible for guiding the study and selecting the route alternatives. Visitors should wait until the end of the meeting to be recognized and offer comments.

Mr. Groves then turned the meeting over to Mr. Tom Layman, the Project Manager.

The purpose of this committee meeting was to discuss the alternatives again and to guide the consultant regarding the information to be presented at the June 22, 1999 Public Meeting.

Considerable discussion surrounded the alternatives selected in meeting #3. The result of this discussion was that an additional roadway segment should be added to the alternates already proposed. The segment is referred to as segment B – D'. This segment was proposed by the offerer to avoid existing Old Henry Road and to combine the proposed Old Henry Road improvement with a recently proposed road improvement that would connect Aiken Road with Factory Lane. This Aiken – Factory Lane proposal was a recent initiative resulting from the Jefferson County Sub Area Land Use Planning effort referred to as "Sub Area 6: Old Henry Road – I-265". The Sub Area study is outlined in the Public Involvement Binder handout.

The following items were suggested for presentation at the Public Meeting:

1. Provide an information sheet that discusses the benefits and disadvantages of each proposed route alignment segment. (This is included as an attachment to these minutes).
2. Show several possible typical roadway sections that illustrate median type, design speed, right-of-way requirements and roadway edge treatments, such as berms and plantings. The committee prefers a parkway-type design. (Included with these minutes is an illustration of three possible typical sections).
3. Explain to the public the Project Purpose and Need Statement and how the Statement guides project development and location. Especially critical in the discussion is why the project termini cannot be moved.
4. The committee prefers the 1200 feet access spacing for this important roadway improvement. Explain to the public why this 1200 feet spacing is important in maintaining roadway capacity and safety.
5. Explain to the public why certain areas need to be avoided such as the Lake Forest Golf Course, the Super Fund site, the Federal Correctional Institute for Women and Floydsburg. And, why other areas should be avoided, if possible, such as the Floyds Fork corridor.

The meeting was concluded at 8:00pm. The next meeting is the Public Meeting on June 22, 1999 at South Oldham High School, 6403 West Highway 146 in Crestwood. The Public Meeting will be held in the cafeteria from 6-8:00pm. The meeting format will be informal with handouts and exhibits. People will be available from the Transportation Cabinet and the consultant to encourage and record public comments.

Each committee member is expected to attend and wear a provided nametag. The committee membership, as explained and documented in the Role of the Advisory Committee, is responsible for explaining the project alternatives to the public.

Thanks for your participation and we will see you at the Public Meeting on June 22, 1999. If you have comments regarding the information in these meeting minutes, please call Kentucky Transportation Cabinet Project Manager, Mr. Kevin Villier at the Louisville Transportation Cabinet district office (502-367-6411). Written comments should also be sent to Mr. Villier at the following address:

Kentucky Transportation Cabinet District Office  
Attn: Kevin Villier  
977 Phillips Lane  
P O Box 37090  
Louisville, KY 40233

**ADVISORY COMMITTEE MEETING NO. 5**  
**MEETING DATE: JULY 13, 1999**  
**MEETING MINUTES**

**New Route**  
**Old Henry Road Interchange @ I-265 to KY 22**  
**@ KY 329 Bypass in Crestwood**  
**Jefferson – Oldham Counties**  
**Item No. 5-367.00**

Attached is a listing of the committee membership and visitors who attended the fifth meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. He expressed his appreciation to the Committee members who attended the June 22, 1999 public meeting, especially for the way the members took an active role in explaining the project and project details to the public. As a result of the Committee member's actions, most attendees at the public meeting left the meeting with a good understanding of the project alternatives and the project process. Mr. Groves then turned the meeting over to Tom Layman, Project Manager.

Mr. Layman informed the Committee that over 220 people attended the June 22 Public Meeting. In addition, there had been approximately 60 written or taped comments received. A summary of those comments was shared with the Committee members and visitors in attendance (copy attached). Since the July 13, 1999 Committee meeting four additional comments have been received and have been inserted into the attached summary. Mr. Layman indicated that according to the agreed to project process these comments would be considered in the selection of alternative alignments for study in the preliminary engineering/environmental assessment phase of the project. It is important to remember that any or all of the final alignments selected for this next phase could have "fatal flaws" that could prevent that alignment from further advancement. Fatal flaws generally apply to significant environmental impacts that cannot be reasonably mitigated.

The goal of this Advisory Committee is to select approximately three alternative alignments that can be advanced into this engineering/environmental phase. This was accomplished by Mr. Layman sharing the comment summary with the Committee and explaining his interpretation of those comments. The Committee would then agree or disagree with the analysis/interpretation of the comments.

The following alignment segments and other project options were presented and discussed.

1. Delete segments A-H and B-D.

There were no comments received that supported segment B-D. Segment A-H has a very costly and disruptive impact on the new Woodmont Subdivision. These suggested deletions were not challenged by the Committee.

2. Delete segments E-I and F-I.

Segment E-I has extensive involvement with Floyds Fork and the Women's Prison. Segment F-I traverses the Super fund site where thousands of toxic chemical containers have been buried. Numerous comments were received suggesting that both of these segments be deleted. There was general acceptance within the Committee that these segments should be deleted.

3. Delete segment J-K.

This segment impacted the Floydsburg Cemetery, the Chapel View Subdivision and the Texas Gas pipelines. The Committee generally accepted this segment deletion.

The result of this analysis was a recommendation to proceed to the engineering/environmental phase with the following alignments:

- A,B,C,D,D',G,H,J,L
- A,B,C,D,D',G,J,L
- A,B,C,D,D',G,I,K,L

Line segment C,D,D',G will actually be evaluated with three options: (1) Study an alignment that goes northwest and behind the properties fronting Old Henry Road, (2) study an alignment along Old Henry Road, and (3) study an alignment that goes southeast and behind the properties fronting on Old Henry Road (lines C,D,F,G and C,E,F,G generally represent this southeastern area that will be evaluated for a possible alignment).

The accompanying map illustrates the general alignments that will be further studied in the engineering/environmental phase and accepted by the Committee. In addition, it was generally agreed that the roadway would have a boulevard appearance with a narrow, raised grass median that can accommodate left turn vehicles. Shoulder treatment that provides a boulevard effect and a lower design speed will also be considered.

The meeting was concluded under the conditions that there will be a quarterly newsletters to keep the Committee members posted on findings during the engineering/environmental phase. The next Committee meeting is scheduled for May 2000.

If you have any comments about what has occurred in the past meetings or what will be occurring over the next 12 months, please contact Mr. Kevin Villier at the following address:

Kentucky Transportation Cabinet  
Louisville District Office  
977 Phillips Lane  
P O Box 37090  
Louisville, KY 40233

Thank you for your participation in this very challenging project.

Attachments

G:/WP/1980075/MTG5-MINUTES.DOC

**ADVISORY COMMITTEE MEETING NO. 6**  
**MEETING DATE: MAY 16, 2000**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership who attended the sixth meeting. Along with the committee members, 44 visitors also attended the meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. Mr. Groves also provided instructions to those in attendance regarding meeting comments. The meeting is for committee members since they are the persons responsible for guiding the study and selecting the route alternatives. Visitors should wait until the end of the meeting to be recognized and offer comments.

Mr. Groves then turned the meeting over to Mr. Tom Layman, the Project Manager.

The purpose of this committee meeting was to discuss the alignments that were developed and to discuss the preliminary results of the environmental analysis.

A brief history of the project and the advisory committee process was given. A discussion of the project alignments was given by Brian Cash. There was considerable discussion on access control and how access would be given to properties, especially in the area surrounding Woodmont subdivision and KY 362. A discussion on the potential impacts of each of the alternates was presented. The Advisory Committee discussed topics such as impacts to Floyds Fork, Floydsburg, and properties along Hawley Gibson Rd.

The preliminary findings of the eight environmental baseline studies were presented. Considerable discussion was given to the Hazardous Materials discussion; primarily the Red Penn Landfill. Concern was also raised by potential noise and property relocation impacts of the alignments. The number of houses that are impacted by each alignment is given below.

Alignment	45 mph Alternate	55 mph Alternate
A	3	6
B	6	5
C	2	3
1	N/A	5
2	8	6
3	14	14

Preliminary House Relocations

Discussion was given to the Cultural Historic presentation with regards to the alignments that went through Floydsburg. It was stated that the historical boundary of the Waldeck Property is still under discussion. The archeological investigation that has been preformed at this point is only a literature review. However, several concerns have been identified with alignment 1, the alignment that crosses Floyds Fork. There has been a special request to expand the investigation for some selective field review.

Considerable discussion surrounded the presentation of design speeds and traffic calming. It was stated that in order for a 45 mph design speed to function at 45 mph, traffic calming devices, such as roundabouts would have to be installed on the new roadway in order to keep vehicle speeds at a 45mph operating speed. Discussion was given to other roadways in the area that operated at high speeds despite safety deficiencies. Discussion was also given to the safety and operational aspects of a roundabout.

Bikeways were discussed briefly with the advisory committee. It was the suggestion of the advisory committee to contact local bicycle organizations for suggestions on the location and type of bikeway to be included with this project. The Oldham County Planning Commission has authorized a sub area study for the Old Henry Road – Crestwood Connector corridor. That study will address bikeway alternatives and provide a recommendation.

The meeting was concluded at 8:30 The next scheduled meeting is a second Public Meeting to be held on July 20, 2000 at South Oldham High School, 6403 West Highway 146 in Crestwood. The Public Meeting will be held in the cafeteria from 6-8:00pm. The meeting format will be informal with handouts and exhibits. The alignments that were presented to the advisory committee will be presented to the public. People will be available from the Transportation Cabinet and the consultant to encourage and record public comments. Each committee member is expected to attend and wear a provided nametag. The committee membership, as explained and documented in the Role of the Advisory Committee, is responsible for explaining the project alternatives to the public.

**The next Advisory Committee meeting will be held after the public meeting on August 1, 2000 from 6:00 P.M. to 8:00 P.M. at the Crestwood Civic Center.**

Thanks for your participation and we will see you at the Public Meeting on July 20, 1999. If you have comments regarding the information in these meeting minutes, please call Kentucky Transportation Cabinet Project Manager, Mr. Kevin Villier at the Louisville Transportation Cabinet district office (502-367-6411). Written comments should also be sent to Mr. Villier at the following address:

Kentucky Transportation Cabinet District Office  
Attn: Kevin Villier  
977 Phillips Lane  
P O Box 37090  
Louisville, KY 40233



**ADVISORY COMMITTEE MEETING NO. 7  
MEETING DATE: SEPTEMBER 26, 2000  
CRESTWOOD CIVIC CLUB BUILDING  
MEETING MINUTES**

**NEW ROUTE  
OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22  
@ KY 329 BYPASS IN CRESTWOOD  
JEFFERSON – OLDHAM COUNTIES  
Item No. 5-367.00**

Twenty-two members were in attendance along with fifty visitors and eight Team members.

The meeting followed the agenda (attached).

Mr. Groves opened the meeting by thanking the members for their attendance and for the effort they have unselfishly expended on this project for the public good.

Mr. Layman provided an overview of the public involvement program to date and stressed the purpose and role of the Committee in project decisions. He then shared the future steps involved in the project before it could go to design and right of way acquisitions.

A copy of the Committee handout, including the power point presentation is attached.

Mr. Cash provided an overview of each project alternative with a summary of benefits and disbenefits, as he perceived them. The project alignments were discussed in two parts. The southern part of the project was discussed first, i.e. Alternates A, B and C. This was followed with electronic polling of key project features and the alternatives individually. After the polling, Mr. Cash then proceeded to provide an overview of the northern part of the project, i.e. Alternates 1, 2, 3, 4 and the relocation of KY 1408. This presentation was also followed by polling the Committee membership on the desirability of key project features and the alternatives, individually.

It was explained that Alternate 4 and relocation of KY 1408 were responses to comments received at the July 20, 2000 public meeting. Alternate 4 was positioned closer to Cherry Lane and further from Floydsburg than Alternates 2 and 3. The purpose of the KY 1408 relocation was to divert traffic out of Floydsburg and only pertained to Alternates 2, 3 and 4.

The environmental consultants for the cultural historic, archaeological and hazardous materials investigations all made statements that nothing new, regarding recent field investigations, have been discovered to influence alignment selection. However, the archaeological investigation is not complete.

Mr. Layman then introduced Mr. Ted Grossardt with the University of Kentucky – Transportation Center, who was responsible for administering the electronic polling system. It was explained to the Committee that the polling by remote keypad allowed for a confidential vote, so no one other than the member could tell how he/she had voted on that particular issue.

The first polling exercise involved the importance of each of seven key project features (cost of project, disruption to neighborhoods, number of relocations, etc.) in making a decision as to the desirability and

locations of Alternates A, B and C. The results of this exercise provided the Committee expression for most desirable and undesirable preferences. The result of the southern end of the project was tabulated instantaneously and projected on a screen so all people in the meeting room could visualize the results of the poll. This same procedure was used for the northern portion of the project, i.e. Alternates 1, 2, 3, 4 and relocation of KY 1408. The results of these exercises are attached.

Two very important questions were asked at the end of the presentation. The Committee discussed whether the project delay question should be presented separately since it was considered as part of the original discussion on Cost of Project, a key project feature. However, it was concluded that the question should be asked and voted on separately, along with another question regarding project termination.

These two questions and the Committee responses were:

Q1 If the cost of the project meant that a delay would occur in project scheduling, would that condition change the way you voted?

A1 The response by the Committee was that delay, even a significant delay, would not have changed the majority vote.

Q2 If the cost of the project meant that it would terminate the project, would that condition change the way you voted?

A2 The response by the Committee was the termination of the project would have changed the majority vote.

Basically, the way these polling results can be interpreted for use by the Kentucky Transportation Cabinet is that Alternate C-1 is the preferred alignment. The majority of the Committee members indicated this is the "best" alignment for the Jefferson-Oldham County area for several reasons, as noted in the polling, namely:

1. Accommodation of future growth
2. Relief to KY 146
3. Number of relocations, and
4. Disruption to neighborhood

A number of elected officials publicly stated that they did not want the proposed project terminated, but they could live with some delay in project implementation, if the project would meet the future needs of Jefferson and Oldham Counties, i.e. Alternate C-1.

This concludes the meeting minutes.

Attachments: Sign-in sheets  
Meeting handout  
Result of Polling

**ADVISORY COMMITTEE MEETING NO. 8**  
**MEETING DATE: SEPTEMBER 18, 2001**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 329 BYPASS IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership who attended the sixth meeting. Along with the committee members, approximately 33 visitors also attended the meeting.

The purpose of this committee meeting was to update the committee on the status of the project and to discuss the environmental Section 4(f) and Section 106 processes. It had been approximately one year since the last committee meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance along with a brief update of the project. Brian Cash gave a brief history of the project and the Advisory Committee process. The meeting was then handed to John Mettill from the State Highway Engineers Office to discuss the Section 106 and Section 4(f) processes. The Section 106 process involves the identification of historic properties in the project area and the assessing of the adverse effects on those properties. The Section 4(f) process applies directly to the Waldeck Farm property and deals with avoidance of that property. Helen Powell gave an update on the nomination of the Waldeck Farm to the National Register and also that the Clore House, which is located across KY 22 from the Waldeck property, has been determined eligible for the National Register and the boundaries of that property are currently being discusses.

Due to the Section 4(f) process, two avoidance alternates, alternates 5 and alternates 6, to the Waldeck Farm were developed and presented to the committee. Alternate 5 is the avoidance alternate to alternates 2, 3, and 4 and alternate 6 is the avoidance alternative to alternate 1. Both alternates travel to the north of the Waldeck Farm property, cross KY 22, and travel back to KY 329B near the railroad underpass. It was stated that all of the alternates must meet the Purpose and Need of the project in order to be considered.

Discussion was given to the schedule of the project. It was stated that the project is currently already one year behind schedule. It was explained that the schedule of the Section 4(f) process currently underway on the Waldeck Farm is uncertain at this time. It was discussed that an environmental analysis had not yet been performed on the avoidance alternatives. It was also explained that the KY 22 widening project has to go through the Section 4(f) process as well. The two avoidance alternatives for this project appear to coincide with the KY 22 widening project once the Old Henry Road project crosses KY 22. Due to these factors and review time by the Federal Highway Administration (FHWA), who is responsible for approving the funds for this project, the Section 4(f) process would delay the project considerably. The committee expressed great concern over the delay of the project. A discussion of using State funds instead of Federal funds to construct the project was given. However, it was explained that most of the projects within the State are constructed with Federal funding and it is highly unlikely that State funds would be available to construct this project.

The Purpose and Need Statement was discussed with the Advisory Committee. The Purpose and Need Statement currently states that a direct connection must be made between the Old Henry Road/I-265 Interchange and KY 329B. It was explained to the Advisory Committee that changing the Purpose and Need Statement could lessen the priority of the project and delay the schedule. However, with the Section 4(f) process already causing considerable delay, the committee felt that the Purpose and Need Statement, particularly the termini of the project, could be re-examined in order to expedite the project. The advisory committee agreed that traffic relief to KY 146 was an important part of the Purpose and Need Statement. The advisory committee brought up suggestions such as upgrading existing roadways in and around the corridor or moving the termini of the project further north up KY22. Terminating the project at KY 22 north of the Waldeck Farm and using the proposed KY 22 widening project to connect to KY 329B was also discussed by the advisory committee. It was the suggestion of the entire advisory committee that the Purpose and Need Statement be re-examined in order to minimize delay in the project schedule. It was agreed that this would be discussed with FHWA.

Discussion was given to the Jefferson County portion of the project. It was explained that the Jefferson County portion, or southern portion of the project, would also be delayed due to the Section 4(f) process. There was concern expressed by several members of the committee about delaying the project in Jefferson County due to the development pressures in that corridor. It was explained that an environmental document must be approved by the Federal Highway Administration for the whole corridor as it relates to the Purpose and Need of the Project, i.e. from the I-265 Interchange to KY 329B. In previous discussions with FHWA, they had been unwilling to consider the southern portion as a separate project. However, due to concern about development and safety in the Jefferson County portion, the advisory committee has recommended the issue be discussed further with FHWA.

The meeting was concluded at approximately 8:30. It was agreed that another meeting would be held in approximately six to eight weeks after discussions with FHWA had been held. The next meeting would be to re-examine the Purpose and Need Statement. A notice will be sent out prior to the meeting.

Thanks for your participation and we will see you at the next Advisory Committee meeting in approximately six to eight weeks. If you have comments regarding the information in these meeting minutes, please call Kentucky Transportation Cabinet Project Manager, Mr. Kevin Villier at the Louisville Transportation Cabinet district office (502-367-6411). Written comments should also be sent to Mr. Villier at the following address:

Kentucky Transportation Cabinet District Office  
Attn: Kevin Villier  
977 Phillips Lane  
P O Box 37090  
Louisville, KY 40233

**ADVISORY COMMITTEE MEETING NO. 9**  
**MEETING DATE: JUNE 19, 2003**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 22 IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership who attended the sixth meeting. Along with the committee members, approximately 27 visitors also attended the meeting.

The purpose of this committee meeting was to update the committee on the status of the project. There are several new committee members that have been added to the committee over the past year that had not previously been involved with the project. It had been approximately 21 months since the last committee meeting.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance along with a brief update of the project. Each member of the Committee was asked to introduce themselves and whom they represented. Mr. Groves then explained the role of the Advisory Committee. The Advisory Committee was established to help communicate information to the public and help refine project alternatives based on public input. The "Purpose and Need" Statement for the project was then read to the Advisory Committee. It was explained that the Purpose and Need Statement is what drives the project and all project alternatives must meet the statement.

Brian Cash gave a brief history of the project and the Citizens Advisory Committee. The 1<sup>st</sup> CAG meeting was held in March 1999. By June 1999, preliminary alignments had been drawn by the Committee and shown to the public. The alignments were further developed and environmental work performed from that point. The refined alignments were presented back to the public in July 2000. In September 2000, at CAG meeting #7, the committee voted on the desirability of the alternates based on public meeting comment. In 2000, the historical boundaries of the Waldeck Farm were expanded. This required through a Section 4f process. Due to the Section 4(f) process, two avoidance alternates, alternates 5 and alternates 6, to the Waldeck Farm were developed and presented to the committee in September of 2001 at CAG meeting #8. A traffic study began shortly after CAG meeting #8 to determine if the avoidance alternatives met the Purpose and Need of the project, i.e. relieving traffic on KY 146.

An update on the project since the last CAG meeting was given. In Jefferson County, several new developments along existing Old Henry Road have been approved or are planned within the corridor. These developments have increased the relocations on Alignment C from 3 to 30. Due to the new developments and the area transitioning from rural to suburban, the project team is recommending a 45mph design speed for the Jefferson County portion of the project. This will allow for the use of a curb and gutter typical section with bicycle and pedestrian facilities. The 45 mph speed limit is still pending approval from Frankfort. With the 45mph design speed, the access control on the Jefferson County portion of the project is reduced from 1,200 feet to 600 feet. Design exceptions will still need to be obtained for several existing entrances along Old Henry Road. The Jefferson County typical section contains a 30 foot raised median with median openings every 1,000 feet. Driveways and entrances not at the median openings will be right in right out accesses. Due to the new developments and change in design speed, two new

alignments, 45-B and 45-C, were presented, 45-B generally follows existing Old Henry Road and requires 6 relocations. 45-C generally follows Alignment C but tries to minimize the impact to the new subdivisions as much as possible. Alignment 45-C requires 19 relocations.

The Oldham County portion of the project was discussed. The design speed for Oldham County will be 55 mph due to the rural nature of the area. This limits the typical section to a 40 feet depressed median with paved shoulders section. The traffic study performed for the project was discussed. The traffic study was performed in part two answer two essential questions: 1. Do the avoidance alternatives meet the purpose and need of the project? (relieving traffic on KY 146). 2. If the avoidance alternatives are constructed, will traffic use Crestwood Connector to KY 22; and will traffic turn left at KY 22 and travel to KY 329B? The traffic model is a land use based model that provides a comprehensive review of existing and proposed land uses and socioeconomic data based on the comprehensive plans of both Jefferson and Oldham Counties. The traffic model also includes proposed project such as the KY 22 improvement project. The traffic model revealed that the Old Henry Road\Crestwood Connector does relieve traffic on KY 146 through Crestwood and Pewee Valley. When the new roadway is constructed, the traffic on KY 146 will immediately be reduced. Over a twenty year period, as growth in Oldham County and Jefferson County continues to occur, traffic will begin to build back up to current levels. Without the new roadway, traffic on KY 146 will continue to grow, reaching capacity levels of over 20,000 vpd. Traffic on KY 146 will become extremely congested for longer periods of the day. The results of the traffic study showed that all the proposed alignments relieve traffic on KY 146 by approximately the same amount. Also, if the new roadway is connected directly to KY 329B, then approximately 50% of the traffic would use KY 329B and approximately 50% would turn right to KY 22 East. Very few vehicles would turn right on KY 22 towards Crestwood. If the roadway connected to KY 22 approximately 3/4 mile east of KY 329B, as the avoidance alternatives do, then 80% would turn east on KY 22 toward KY 393. Only 20% would turn west toward KY 329B and Crestwood. Based on the results of the traffic study, it was the decision of the Project Team that Alternate #5 and Alternate #6 are "Prudent and Feasible" Avoidance Alternatives to avoiding the historic portion of Waldeck Farm; thus eliminating Alternates 1-4 from consideration. The only remaining alternates in Oldham County are Alternate #5 and #6. Several questions regarding the traffic study were asked by the CAG members.

The upcoming project schedule and project funding were discussed. Two public meetings will be held in late August, early September, one in Jefferson County and one in Oldham County. After the public meetings, another Advisory Committee will be held to discuss the results. An Environmental Assessment will then be prepared and submitted. It is anticipated that a Public Hearing will be held in Spring 2004 to present the preferred alternate and receive formal comments from the public. Due to the current state budget situation, the funding for the project is unknown at this time.

The meeting was concluded at approximately 8:00. The next meeting will be held to review the comments received at the Public Meeting. A notice will be sent out prior to the meeting. Thanks for your participation and we will see you at the next Advisory Committee meeting. If you have comments regarding the information in these meeting minutes, please call Kentucky Transportation Cabinet Project Manager, Mr. Kevin Villier at the Louisville Transportation Cabinet district office (502-367-6411). Written comments should also be sent to Mr. Villier at the following address:

Kentucky Transportation Cabinet District Office

Attn: Kevin Villier

977 Phillips Lane

P O Box 37090

Louisville, KY 40233

**ADVISORY COMMITTEE MEETING NO. 10**  
**MEETING DATE: NOVEMBER 24, 2003**  
**MEETING MINUTES**

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE @ I-265 TO KY 22**  
**@ KY 22 IN CRESTWOOD**  
**JEFFERSON – OLDHAM COUNTIES**  
**Item No. 5-367.00**

Attached is a listing of the committee membership who attended the tenth meeting. Along with the committee members, approximately 80 visitors also attended the meeting.

The purpose of this committee meeting was to discuss the results of the public meeting with the committee, review the proposed alternates, and determine the committee's preference on the alternates and issues.

Mr. Greg Groves, Committee Chairperson, opened the meeting with a welcome and thanks to those persons in attendance. Mr. Groves then explained the role of the Advisory Committee. The Advisory Committee was established to help communicate information to the public and help refine project alternates based on public input. The final alternate chosen will not be determined by the Advisory Committee. The final route location will be determined based on engineering and environmental considerations, public comment, overall community goals, and input from the Advisory Committee.

Brian Cash gave a brief history of the project and the Citizens Advisory Committee process. The original project map from 1998 that showed most of the project area in Jefferson County undeveloped was presented. The 1<sup>st</sup> CAG meeting was held in March 1999 with the first public meeting held in June 1999. Refined alignments were presented at a second public meeting in July 2000. In September 2000, at CAG meeting #7, the committee voted on the desirability of the alternates. Alternates 5 and 6 were presented to the committee in September of 2001. From 2001 to 2003, a traffic study was performed to determine the effects of the alternates. During this time, two new residential developments were approved along existing Old Henry Road. To date, there have been three newsletters sent to a mailing list of over 700 people. Several newspaper articles have also been published on the project.

An overview of the project in Jefferson County was given. The major environmental concerns in Jefferson County are noise impacts and socioeconomic concerns. The public meeting in Jefferson County was attended by approximately 190 people. The results of the questionnaire and issues that were brought up at the meeting were presented to the Committee. An alignment that was proposed at the public meeting and by some of the local elected officials was presented. The proposed alignment, 45-D, travels further to the west than Alignment 45-C and avoids impacts to the Fox Run subdivision. Several points concerning Alignment 45-D were presented to the Committee. The discussion on Jefferson County was concluded by presenting the project costs and right of way impacts.

An overview of the project in Oldham County was given. The major environmental concerns in Oldham County are noise impacts, the Floyd's Fork area, and socioeconomic concerns. Approximately 175 people attended the public meeting in Oldham County. The issues that were brought up at the meeting and the results of the questionnaire were presented to the Committee. The results of the questionnaire were similar to the results of the public meeting held in 2000. The discussion on Oldham County was concluded by presenting the project costs and right of way impacts.

Following the overview of the project, the meeting was opened to questions from the Advisory Committee. There were several questions concerning the funding of the project and the new administration in Frankfort. It was stated that funding for the project was uncertain at this time. However, a recommendation was needed in order for the project to progress and ultimately get funded. Also, once a recommendation is made, Louisville Metro Planning and Zoning could begin to work with proposed and future development to help preserve the corridor.

Questions were asked on the potential for using funding designated for this project on other projects in Jefferson and Oldham Counties. If the designated funding is not utilized for this project, the funding will go back in the general roadway fund and be used on other projects throughout the state. The funds could not be re-designated for other projects in Oldham and Jefferson Counties. There was discussion on whether widening existing roads or building the new connector would be most beneficial to the community. There were several comments made by Committee members in favor of each scenario.

Some members of the Committee also suggested the possibility of building a three-lane roadway. By itself, a three-lane roadway would not meet the expected traffic demand and would not be eligible for federal funding. The project team could investigate building a three roadway with provisions for a five-lane roadway in the future once a recommendation is made. The longevity of the three-lane roadway to accommodate traffic would have to be analyzed. Right of way for the ultimate five-lane section would be purchased with the construction of the three-lane section.

The meeting was then turned over to Ted Grossardt from the University of Kentucky to perform the polling of the committee. Due to some of the discussion, the Committee was asked whether they felt prepared to proceed with the polling. Two-thirds of the Committee voted that they were prepared to proceed with the polling. The Committee was asked to rank several issues and concerns regarding the project. Several members of the committee also wanted to be polled on the preference of widening existing roads or building a new regional highway. The Committee was then asked to rank the desirability of each of the alternates individually. Several members asked that Alternate 45-D be included in the polling. The No build alternative and improve existing roads scenario was also evaluated with the alternates. The results of the polling are attached.

The meeting was concluded at approximately 8:30. A newsletter will be sent out to the mailing list detailing the results of the public meeting and Advisory Committee polling. For more information concerning the project, visit the project website at [www.kytc.state.ky.us/d5/](http://www.kytc.state.ky.us/d5/) Thanks for your participation. If you have comments regarding the information in these meeting minutes, please call Kentucky Transportation Cabinet Project Manager, Mr. Kevin Villier at the Louisville Transportation Cabinet district office (502-367-6411). Written comments should also be sent to Mr. Villier at the following address:

Kentucky Transportation Cabinet District Office  
Attn: Kevin Villier  
977 Phillips Lane  
P O Box 37090  
Louisville, KY 40233



**OLD HENRY ROAD / CRESTWOOD CONNECTOR  
ADVISORY COMMITTEE MEETING NO. 10  
POLLING RESULTS**

**What is your county of residence?**

COUNTY	# Votes	%
Jefferson	8	40%
Oldham	11	55%
Other	1	5%

**Do you live within the project corridor?**

	# Votes	%
Yes	5	25%
No	15	75%

**Do you feel prepared to proceed with the polling?**

	# Votes	%
Yes	13	65%
No	7	35%

**Regional Highway vs. Improving Existing Roads**

	# Votes	%
Regional Highway	12	57%
Improve Existing Roads	9	42%

**Importance of Issues – Scale of 1 to 10**

(1 = not important – 10 = very important)

Issue	Importance
Negative effects of increased traffic locally (noise, safety, property values)	6.8
The road as a barrier to interaction	3.7
Damage to environmental and historic features	5.8
Land use impacts of transportation system (additional housing developments, commercial developments, etc due to improved highway access)	7.5
Congestion relief	8.4
Improved safety for drivers	9.0
Provision of additional walkways and bikeways	4.8
Relocation	5.5

**Desirability of Alignments – Scale of 1 to 10**

(1 = not desirable – 10 = very desirable)

Alignment	Desirability
No Build	5.0
Improve existing roads	6.3
<b>Oldham County</b>	
Alignment 5-2	6.2
Alignment 5-3	6.3
Alignment 6	5.2
<b>Jefferson County</b>	
Alignment 45-B	5.5
Alignment 45-C	5.6
Alignment 45-D	3.8

## APPENDIX D

### PUBLIC INFORMATION MEETINGS

**MEMO TO:** Julie Sexton  
Public Hearing Coordinator  
Division of Design

**FROM:** Gregory T. Groves  
Branch Manager for Preconstruction District 5 GTG

**DATE:** December 11, 2003

**SUBJECT:** Jefferson/Oldham Counties  
MARS # 64846 01 D  
Old-Henry Road – Crestwood Connector (KY 329)  
Item No. 5-367.00  
**Public Informational Meeting Transcript Submittal**

Attached are four copies of the Public Informational Meeting #3 Transcript. It was held as 2 partial meetings, 1 for each Section. The transcript for the 2 meetings has been compiled into a single submittal.

The meeting for Section 1 was held on August 28, 2003 at Eastern High School in Middletown, KY.

The meeting for Section 2 was held on September 4, 2003 at South Oldham High School in Crestwood, KY.

If you have any questions or additional information is required, please contact me.

Attachments

cc: Ananias Calvin  
Glenn Hardin (American, PLC)  
Kevin Dant w/ attachment

**MEMO TO:** William R. Monhollon, P.E.  
Chief District Engineer  
District #5

**FROM:** Gregory T. Groves, P.E. *GTG*  
T.E.B.M. for Preconstruction  
District #5

**BY:** Kevin M. Villier, P.E. *KV*  
District Design Engineer

**DATE:** December 4, 2003

**SUBJECT:** Jefferson/Oldham Counties  
MARS # 64846 01 D  
Old-Henry Road – Crestwood Connector (KY 329)  
Item No. 5-367.00  
**Public Informational Meeting #3 Summary**

The Department held a Public Meeting on the subject project using 2 separate meetings, 1 for each section. Section 1 is from the Old Henry Rd./I-265 interchange to KY 362 and Section 2 is from KY 362 to KY 22 in Crestwood. The meeting for Section 1 was held on August 28, 2003 at Eastern High School in Middletown, KY. The meeting for Section 2 was held on September 4, 2003 at South Oldham High School in Crestwood, KY.

The meetings were conducted in an open format style with 190 people signing the register at the meeting for Section 1 and 171 people signing the register at the meeting for Section 2. A total of 226 written comments were received. We extended the 15-day response time due to the controversy over the project. Approximately 50% of the comment forms were received from individuals who had not attended the Public Meetings. Most were from the Woodmont Neighborhood. Many of the comments received from those who had not attended either meeting appeared to have been misinformed about the actual project impacts, and its history. A copy of the handout, comment forms received and the summarization of the comments will be contained within the Public Meeting Transcript. Color maps, on 11" x 17" sheets, of the alternatives were also distributed to attendees of the meetings.

Most of the people we spoke with understood the need for the project and do seem to support it. Very few comment forms were received that stated the project was not needed. However, most people were very concerned over the impacts that the road will have on their properties and neighborhoods. There were also concerns over impacts to the Floydsburg area and over the potential damage to the Floyds Fork environment and increased flooding. There were other less specific discussions concerning access, right of way, medians, typical section, etc. In many cases, the comments regarding the corridors recommended were made to avoid their properties. There were also concerns that the new roadway will have negative impacts to the rural setting of much of the area. There are also concerns that the new road will promote unwanted development in the area and that the existing roadways will not handle the increase in traffic that the development will bring.

Due to many people informing us that this was the first they had heard of the project and the controversy over the project, it was decided to create a project website. The website would help inform the public of the project's history since 1998, previous Citizens Advisory Committee

meetings, previous Newsletters, previous Public Meetings, considered corridor alternatives, etc., and other information regarding the project. This website is currently under construction and accessible through the Districts Main Webpage.

A copy of the newspaper ads, lists of invitees, mailing flyers, handouts, photographs, letters, comment forms received and summary of the comments will be contained within the Public Meeting Transcript.

All comments will be discussed by the Project Development Team for consideration during the Phase I Design and Environmental phase and the ultimate selection of a recommended alternative. We anticipate making a determination of a "preferred" alignment and holding a Public Hearing on this project once the Draft Environmental Assessment can be completed and approved.

Attachments

cc: Julie Sexton  
Ananias Calvin  
Glenn Hardin (American, PLC)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

### Old Henry Road / Crestwood Connector Questionnaire

1. Which section of the project is more applicable to you?

Choose one:      Jefferson County (south of KY 362)      ☐  
                         Oldham County (north of KY 362)      ☐

2. Which alignment in Jefferson County do you prefer? Why?

Choose one:      45-C ☐      45-C ☐

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☐ Other \_\_\_\_\_

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3. What has been your level of involvement in the project?

- ☐ Public Meeting # 1
- ☐ Public Meeting # 2
- ☐ Advisory Committee Meeting Number \_\_\_\_\_
- ☐ Newsletter
- ☐ Articles in Paper
- ☐ Discussion with neighbor
- ☐ Read handout
- ☐ Other: Explain \_\_\_\_\_

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4. Other Concerns With the Project:

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Please use other side as necessary

## COMMENTS AND VIEWS CONCERNING THE PROJECT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

### Old Henry Road / Crestwood Connector Questionnaire

1. Which section of the project is more applicable to you?

Choose one:      Jefferson County (south of KY 362) ☐  
                         Oldham County (north of KY 362) ☐

2. Which alignment in Oldham County do you prefer? Why?

Choose one:      5 (5-2) ☐      5 (5-3) ☐      6 ☐

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☐ Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. What has been your level of involvement in the project?

- ☐ Public Meeting # 1
- ☐ Public Meeting # 2
- ☐ Advisory Committee Meeting Number \_\_\_\_\_
- ☐ Newsletter
- ☐ Articles in Paper
- ☐ Discussion with neighbor
- ☐ Read handout
- ☐ Other: Explain \_\_\_\_\_

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4. Other Concerns With the Project:

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Please use other side as necessary



PUBLIC MEETING  
SEPTEMBER 4, 2003

## COMMENTS AND VIEWS CONCERNING THE PROJECT

**JEFFERSON / OLDHAM COUNTIES  
OLD HENRY ROAD - CRESTWOOD CONNECTOR (SECTION 1)  
PUBLIC MEETING  
AUGUST 28, 2003**

ALTERNATE	PERCENTAGE*
45-B	10.1% (15)
45-C	85.2% (127)
OTHER OR NO SELECTION	4.7% (7)

**\*149 RESPONSES**

TRAFFIC	NOISE	SAFETY	LOSS OF PROPERTY VALUE	LOSS OF RURAL ENVIRONMENT	WHY WAS FOX RUN ALLOWED TO BE DEVELOPED	AIR QUALITY	COMMERCIAL DEVELOPMENT	ENVIRONMENT	LIGHT POLLUTION
51.7%	51.0%	47.7%	40.9%	38.9%	32.9%	26.2%	14.1%	8.1%	7.4%

**OTHER COMMENTS AND CONCERNS:**

Reasons for 45-C:

1. Preserves the entrance to Woodmont subdivision
2. Less impact to lower priced and newer subdivisions than a higher tax revenue, well established development like Woodmont
3. Fox Run residents were aware of the proposed road
4. Maintains traffic levels in the Woodmont Subdivision
5. Eliminates a proposed access road near Reamers Road
6. No traffic light at Woodmont required
7. Less inconvenience during construction

Reasons for 45-B:

1. Cost effective
2. Preserves an 800 tree Apple Orchard
3. Water quality of Floyd's Creek will be maintained

JEFFERSON / OLDHAM COUNTIES  
 OLD HENRY ROAD - CRESTWOOD CONNECTOR (SECTION 2)  
 PUBLIC MEETING  
 SEPTEMBER 4, 2003

ALTERNATE	PERCENTAGE
5	52.6% (40)
6	35.5% (27)
OTHER OR NO SELECTION	11.8% (9)
TOTAL RESPONSES	76

ALTERNATE 5 (5-2)	24
ALTERNATE 5 (5-3)	16
TOTAL	40

COST	44.7%	ENVIRONMENT	42.1%	TRAFFIC	25.0%	RELOCATIONS	19.7%	NOISE	15.8%	HISTORIC SITES	13.2%	FLOODING	11.8%	SAFETY	10.5%	WATER QUALITY	10.5%	ACCESS	9.2%	INDUSTRIAL TRAFFIC	7.9%	LANDFILL	5.3%
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**MEMO TO:** William R. Monhollon, P.E.  
Chief District Engineer  
District #5

**FROM:** Gregory T. Groves, P.E.  
T.E.B.M. for Preconstruction  
District #5

**BY:** Kevin M. Villier, P.E.  
District Design Engineer

**DATE:** September 15, 2000

**SUBJECT:** Jefferson/Oldham Counties  
FD04-121-SW99 018 D  
Old-Henry Road – Crestwood Connector (KY 329)  
Item No. 5-367.00

SEP 20 2000  
KENTUCKY  
DISTRICT #5

ROUTE	CHECK
BAS	✓
Tom	✓
Colony	
FILE NO.	1980075

The Department held a Public Meeting at South Oldham High School, West Highway 146, Crestwood, Kentucky on July 20, 2000. The meeting was conducted in an open format style with 175 people signing the register. A questionnaire was included in the handout to solicit more specific comments. A total of 171 written comments were received. We extended the 15-day response time due to a code error on the return envelopes. There were several comments forms received from individuals who had not attended the Public Meeting. A copy of the handout and the summarization of the comments received are attached.

Most of the people we spoke with understand the need for the project and do support it, but are concerned over the impacts that the road will have on their properties and their neighborhoods and especially Duncan Memorial Chapel and Floydsburg Cemetery. There are others who are concerned over the potential damage to the Floyds Fork environment and increased flooding.

There was other less specific discussions concerning access, right of way, medians, typical section, etc. In many cases, the comments regarding the corridors recommended were made to avoid their properties. There were concerns that the new roadway will have negative impacts to individual properties and the rural setting of much of the area. There are also concerns that the new road will promote unwanted development in the area and that the existing roadways will not handle the increase in traffic that the development will bring.

We have received various petitions for Alternate #1 and against #1. Many of the signatures for Alternate #1 do not live in the immediate area. There have been several letters written to the Governor and Secretary's offices, most in favor of Alternate #1. Due to the extreme amount of controversy concerning this project it was decided to develop some visualization tools to help depict the alternatives in a more realistic format.

We will discuss these comments with the Project Development Team for consideration during the Phase I Design phase and selection of a recommended alternative. We anticipate holding a Public Hearing on this project as soon as the Environmental Assessment can be completed and approved. Due to the extent of controversy over this project

Attachments

cc: Ricky Young  
David Jones  
Tom Layman ✓

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Old Henry Road / Crestwood Connector Questionnaire

1. Which alignment do you prefer? Why?

Choose one: A ☐ B ☐ C ☐ \_\_\_\_\_

Choose one: 1 ☐ 2 ☐ 3 ☐ \_\_\_\_\_

☐ Other \_\_\_\_\_

2. What has been your level of involvement in the project?

- ☐ Public Meeting # 1  
☐ Advisory Committee Meeting. Number \_\_\_\_\_  
☐ Newsletter  
☐ Articles in Paper  
☐ Discussion with neighbor  
☐ Read handout  
☐ Other. Explain \_\_\_\_\_

3. What type of bicycle facility do you prefer? Why?

- ☐ Separate but in new highway right of way  
☐ Paved Shoulder on the new highway  
☐ Signing along the existing roadways  
☐ none

4. What are your major concerns associated with this project?

- |  |   |
|--|---|
| <input type="checkbox"/> Truck traffic                                     | <input type="checkbox"/> Pollution (Air, noise) |
| <input type="checkbox"/> Increased traffic                                 | <input type="checkbox"/> Aesthetics             |
| <input type="checkbox"/> Highway Safety (Cars, pedestrians, cyclist, etc.) | <input type="checkbox"/> Traffic Speed          |
| <input type="checkbox"/> Urban sprawl                                      | <input type="checkbox"/> Environment            |
| <input type="checkbox"/> Berms/Landscaping                                 | <input type="checkbox"/> Convenient Access      |

5. Other Concerns With the Project:

Please use other side as necessary

## COMMENTS AND VIEWS CONCERNING THE PROJECT

## Public Meeting No. 2

## Comments

Held July 20, 2000

Response			Alignments					Bicycle Facility				Major Concerns										
Number	Address	A	B	C	1	2	3	Other	Separated	Shoulder	Existing	None	Trucks	Traffic	Safety	Sprawl	Land- scape	Pollution	Aesthetic	Speed	Environ- ment	Access
1	Hawley Gibson							1					1	1				1			1	1
2	Pearce Way			1			1							1		1		1		1	1	1
3	Chapel View			1														1		1	1	1
4	Hawley Gibson		1											1			1	1				
5	Pewee Valley			1												1	1				1	
6	Old Floydsburg			1									1	1		1	1					
7	Pewee Valley			1												1	1					
8	Renada Dr.				1								1	1			1				1	
9	Floydsburg Rd				1								1	1			1					
10	Pioneer Place							1					1	1				1			1	
11	Old Henry Tr.												1	1	1	1	1	1	1	1	1	1
12	VA.							1					1	1	1	1	1	1	1	1	1	1
13	Old Floydsburg												1	1								
14	Old Henry Rd.												1	1	1	1	1	1	1	1	1	1
15	Old Henry Tr.			1									1	1	1	1	1	1	1	1	1	1
16	Pewee Valley							1					1	1	1	1	1	1	1	1	1	1
17	Hawley Gibson												1	1	1	1		1		1	1	1
18	Crestwood												1	1	1	1		1		1	1	1
19	Apple Hill Rd.	1											1	1			1					1
20	Pewee Valley												1	1			1				1	1
21	Pewee Valley		1										1	1								
22	Todds Point Rd.			1									1	1	1	1	1	1	1	1	1	1
23	Floydsburg Rd			1									1	1	1	1	1	1	1	1	1	1
24	Hawley Gibson			1									1	1	1	1	1	1	1	1	1	1
25	Factory Lane			1									1	1	1	1	1	1	1	1	1	1
26	Factory Lane			1									1	1	1	1	1	1	1	1	1	1
27	Floydsburg Rd			1									1	1	1	1	1	1	1	1	1	1
28	Floydsburg Rd			1									1	1	1	1	1	1	1	1	1	1
29	Pearce Way												1	1				1				
30	Apple Hill Rd.	1										1	1	1	1	1	1	1	1	1	1	1
31	Apple Hill Rd.	1										1	1	1	1	1	1	1	1	1	1	1
32	Crestwood		1										1	1								
33	Renada Dr.												1	1				1				
34	Pearce Way			1									1	1	1	1	1	1	1	1	1	1
35	Carriage Hill			1									1	1	1	1	1	1	1	1	1	1
36	Carriage Hill			1									1	1	1	1	1	1	1	1	1	1
37	Floydsburg Rd			1									1	1	1	1	1	1	1	1	1	1
38	Chapel View			1									1	1	1	1	1	1	1	1	1	1
39	Pearce Way												1	1	1	1	1	1	1	1	1	1
40	Francis Ave.	1											1	1	1	1	1	1	1	1	1	1
41	Francis Ave.	1											1	1	1	1	1	1	1	1	1	1

September 5, 2000

Response			Alignments						Bicycle Facility								Major Concerns						
Number	Address	A	B	C	1	2	3	Other	Seperated	Shoulder	Existing	None	Trucks	Traffic	Safety	Sprawl	Land- scape	Pollution	Aesthetic	Speed	Environ- ment	Access	
42	Apple Hill Rd.	1					1		1					1			1	1		1	1		
43	Camden Circle			1					1													1	
44	Pewee Valley			1			1		1				1			1						1	
45	Old Henry Rd.		1				1		1					1				1		1			
46	Francis Ave.				1					1				1		1					1		
47	Floydsburg Rd		1	1	1				1	1			1	1	1	1	1	1	1	1	1		
48	Cross Creek Dr.			1	1					1				1		1	1				1		
49	Cherry Lane			1	1					1	1	1	1	1	1	1	1	1	1	1	1	1	
50	Pearce Way	1				1				1					1	1	1	1	1	1	1	1	
51	Dorsey Ct			1		1				1					1							1	
52	Francis Ave.			1		1				1			1	1	1		1				1	1	
53	Pearce Way			1				1		1			1	1	1	1		1			1	1	
54	Old Henry Rd.			1			1			1				1							1	1	
55	Old Henry Rd.			1			1			1													
56	Old Henry Rd.			1							1			1		1	1				1	1	
57	Apple Hill Rd.	1									1		1	1			1				1	1	
58	Apple Hill Rd.	1									1		1	1				1			1	1	
59	Kavanaugh Rd.		1								1		1	1	1	1	1	1	1			1	
60	Apple Hill Rd.	1									1		1	1	1	1							
61	Old Floydsburg			1							1	1		1	1	1	1	1	1	1	1		
62	Old Henry Rd.			1							1		1	1	1								
63	Old Henry Tr.			1							1		1	1	1	1	1	1	1	1	1	1	
64	Pearce Way			1		1					1		1	1	1	1		1	1	1	1	1	
65	Old Henry Rd.			1			1				1		1	1	1	1		1	1	1	1	1	
66	Old Henry Rd.			1							1		1	1	1			1					
67	Hawley Gibson							1				1					1				1		
68	Hawley Gibson				1						1	1	1	1	1								
69	Floydsburg Rd				1						1	1	1	1				1	1				
70	Old Floydsburg				1						1	1	1	1				1	1		1	1	
71	Cherry Lane				1						1	1	1	1	1	1	1	1	1	1	1	1	
72	Floydsburg Rd				1						1	1	1	1	1	1	1	1	1	1	1	1	
73	Cherry Lane				1						1	1	1	1	1	1	1	1	1	1	1	1	
74	Hawley Gibson				1						1	1	1	1	1								
75	Francis Ave.				1						1	1	1	1	1								
76	Pewee Valley				1						1	1	1			1	1	1			1	1	
77	Pewee Valley				1						1	1	1	1	1	1	1	1	1	1	1	1	
78	Hawley Gibson				1						1	1	1	1	1	1	1	1	1	1	1	1	
79	Hawley Gibson				1						1	1	1	1	1	1	1	1	1	1	1	1	
Response		Alignments					Bicycle Facility				Major Concerns					Major Concerns							



Response	Alignments							Bicycle Facility			Major Concerns											
Number	Address	A	B	C	1	2	3	Other	Separated	Shoulder	Existing	None	Trucks	Traffic	Safety	Sprawl	Land- scape	Pollution	Aesthetic	Speed	Environ- ment	Access
80	Todds Point Rd.				1							1	1			1			1		1	
81	Old Floydsburg	1			1							1	1	1				1	1			
82	Floydsburg Rd			1	1							1	1							1		
83	Old Henry Rd.			1	1							1	1									
84	Floydsburg Rd			1	1							1	1	1				1				
85	Pewee Valley			1	1							1	1							1		
86	Factory Lane			1	1							1	1	1			1	1	1			
87	Factory Lane			1	1							1	1	1			1	1	1	1		
88	Hawley Gibson			1	1							1	1	1			1	1	1	1		
89	Pewee Valley			1	1							1	1	1			1	1	1	1		1
90	Hawley Gibson			1	1							1	1	1			1	1	1	1		
91	Hawley Gibson			1	1							1	1	1			1	1	1	1		
92	Cherry Lane			1	1							1	1	1			1	1	1	1		1
93	Pewee Valley			1	1							1	1	1			1	1	1	1		1
94	Cherry Lane			1	1							1	1	1			1	1	1	1		1
95	Persimmon Rdg			1	1							1	1	1								1
96	Hawley Gibson			1	1							1	1	1			1	1	1	1		1
97	Hawley Gibson						1					1	1	1			1	1	1	1		1
98	Hawley Gibson						1					1	1	1			1	1	1	1		1
99	Pearce Way						1					1	1	1			1	1	1	1		1
100	Old Henry Rd.		1									1	1	1			1	1	1	1		1
101	Francis Ave.			1								1	1	1						1		1
102	Hawley Gibson						1					1	1	1			1	1	1	1		1
103	Pearce Way			1								1	1	1			1	1	1	1		1
104	Ash Ave			1								1	1	1			1	1	1	1		1
105	Highview Ct.		1									1	1	1			1	1	1	1		1
106	Pewee Valley											1	1	1								
107	Old Floydsburg			1	1							1	1	1								
108	Highview Ct.			1								1	1	1			1	1	1	1		1
109	Largo Ln.	1													1		1	1	1	1		1
110	Chapel View	1												1	1	1	1	1	1	1		1
111	Chapel Dr.			1	1							1	1	1			1	1	1	1		1
112	Factory Lane			1								1	1	1			1	1	1	1		1
113	Chapel View	1					1					1	1	1			1	1	1	1		1
114	Chapel View			1								1	1	1			1	1	1	1		1
115	Francis Ave.					1						1	1	1								1
116	Abbott Grove							1				1	1	1			1	1	1	1		1
117	Abbott Grove											1	1	1			1	1	1	1		1
118	Abbott Grove					1						1	1	1			1	1	1	1		1
119	Commonwealth		1									1	1	1				1	1	1		1
120	Abbott Grove						1					1	1	1			1	1	1	1		1

Public Meeting No. 2  
Comments

Number	Address	A	B	C	1	2	3	Other	Separated	Shoulder	Existing	None	Trucks	Traffic	Safety	Sprawl	Land- scape	Pollution	Aesthetic	Speed	Environ- ment	Access
121	Shallow Cove						1						1	1	1	1		1			1	
122	Ashers Run				1					1		1	1	1	1		1	1		1	1	
123	Abbott Grove						1					1	1	1	1		1	1		1	1	
124	Royal Oak												1	1	1	1	1	1	1	1	1	
125	Ashers Run							1					1	1	1	1	1	1	1	1	1	
126	Abbott Grove												1	1	1	1	1	1	1	1	1	
127	Abbott Lane						1						1	1	1	1	1	1	1	1	1	
128	Abbott Lane	1								1			1	1	1	1	1	1	1	1	1	
129	Abbott Grove								1				1	1	1	1	1	1	1	1	1	
130	Abbott Grove				1				1				1	1	1	1	1	1	1	1	1	
131	Lake Pointe						1		1				1	1	1	1	1	1	1	1	1	
132	Willow Bend						1		1				1	1	1	1	1	1	1	1	1	
133	Royal Oak						1					1	1	1	1	1	1	1	1	1	1	
134	Lake Pointe						1					1	1	1	1	1	1	1	1	1	1	
135	Abbott Glen											1	1	1	1	1	1	1	1	1	1	
136	Ashers Run												1	1	1	1	1	1	1	1	1	
137	Willow Bend						1						1	1	1	1	1	1	1	1	1	
138	Royal Oak	1											1	1	1	1	1	1	1	1	1	
139	Ronald Oce											1	1	1	1	1	1	1	1	1	1	
140	Abbott Grove						1					1	1	1	1	1	1	1	1	1	1	
141	Ashers Run											1	1	1	1	1	1	1	1	1	1	
142	Royal Oak						1					1	1	1	1	1	1	1	1	1	1	
143	Royal Oak											1	1	1	1	1	1	1	1	1	1	
144	Ashers Run						1					1	1	1	1	1	1	1	1	1	1	
145	Abbott Grove								1			1	1	1	1	1	1	1	1	1	1	
146	Timothy Way	1										1	1	1	1	1	1	1	1	1	1	
147	Abbott Grove								1			1	1	1	1	1	1	1	1	1	1	
148	Ashers Run	1								1			1	1	1	1	1	1	1	1	1	
149	Abbott Grove								1				1	1	1	1	1	1	1	1	1	
150	Chimney Hill						1						1	1	1	1	1	1	1	1	1	
151	Chimney Hill								1				1	1	1	1	1	1	1	1	1	
152	Ashers Run											1	1	1	1	1	1	1	1	1	1	
153	Chimney Hill									1			1	1	1	1	1	1	1	1	1	
154	Dana Rd.	1								1			1	1	1	1	1	1	1	1	1	
155	Abbott Lane						1						1	1	1	1	1	1	1	1	1	
156	Ashers Run											1	1	1	1	1	1	1	1	1	1	
157	Abbott Grove							1				1	1	1	1	1	1	1	1	1	1	
158	Abbott Grove								1				1	1	1	1	1	1	1	1	1	
159	Abbott Grove		1						1				1	1	1	1	1	1	1	1	1	
160	Abbott Grove								1				1	1	1	1	1	1	1	1	1	
161	Abbott Grove						1						1	1	1	1	1	1	1	1	1	
Response		Alignments							Bicycle Facility				Major Concerns									

## Public Meeting No. 2

## Comments

Held July 20, 2000

Number	Address	A	B	C	1	2	3	Other	Separated	Shoulder	Existing	None	Trucks	Traffic	Safety	Sprawl	Land- scape	Pollution	Aesthetic	Speed	Environ- ment	Access
162	Abbott Grove	1					1					1	1	1	1	1	1	1	1	1	1	1
163	Abbott Lane							1				1	1	1	1	1	1	1	1	1	1	1
164	Abbott Grove	1					1		1			1	1	1		1	1	1	1	1	1	1
165	Royal Oak			1		1						1	1	1		1	1	1	1	1	1	1
166	Abbott Grove	1					1		1			1	1	1	1		1	1	1	1	1	1
167	Abbott Glen			1		1						1	1	1	1		1	1	1	1	1	1
168	Abbott Grove					1			1			1	1	1		1	1	1	1	1	1	1
169	Abbott Grove					1			1			1	1	1		1	1	1	1	1	1	1
170	Tine Dr.	1					1			1		1	1	1	1	1	1	1	1	1	1	1
171	Royal Oak					1				1			1	1			1	1	1	1	1	1
# Of Responses		20	14	67	59	53	44	12	54	23	15	62	109	114	82	90	58	130	74	79	107	45
Total #		101																				
Percentage		20%	14%	66%	38%	34%	28%		35%	15%	10%	40%	64%	67%	48%	53%	34%	76%	43%	46%	63%	26%

September 5, 2000

# New Route

I-265 Old Henry Road Interchange to  
KY 329 Bypass in Crestwood  
Jefferson – Oldham Counties  
Item No. 5-367.00

## PUBLIC MEETING

## REPORT

————— Held —————

Tuesday, June 22, 1999  
6:00PM to 8:00PM  
South Oldham High School  
6403 West Highway 146  
Crestwood, Kentucky

***Kentucky Transportation Cabinet  
District 5 – Louisville  
and  
Federal Highway Administration***

**NEW ROUTE**  
**I-265 Old Henry Road Interchange to KY 329 Bypass in Crestwood**  
**Jefferson – Oldham Counties**

**EXECUTIVE SUMMARY**

A very successful Public Meeting was held at the South Oldham High School on June 22, 1999 for the above referenced project. A new process was used in conducting this public meeting. A Citizen's Advisory Committee was created to guide project development. The Committee had several key planning and public work representatives along with local and state officials and several appointed citizen representatives.

The Advisory Committee held four meetings before the public meeting to provide the Design Team with community value features. The Design Team supplied the Advisory Committee with the criteria used in locating and designing a highway. These four meetings allowed the Advisory Committee to identify highway alternatives that needed to be considered by the public before the Design Team would begin engineering design and environmental assessment on the project.

These committee suggestions were shared with the public at the June 22, 1999 public meeting. The Advisory Committee membership, along with the Design Team membership, were available at the public meeting to explain the reasoning behind the project and the project options/alternatives. Almost all of the Advisory Committee membership attended the meeting and advised the public.

There were approximately 120 people attending the public meeting with 61 comments documented.

The comments from the public were discussed at a subsequent July 13, 1999 Advisory Committee meeting. After due consideration of the comments, the Advisory Committee selected three alignment alternatives for advancement to the engineering/environmental phase.

# **New Route Jefferson – Oldham Counties**

**5-367.00**

## **TABLE OF CONTENTS**

Chapter 1	Meeting Purpose and Style
Chapter 2	Meeting Notice
Chapter 3	Meeting Information
Chapter 4	Meeting Attendance
Chapter 5	Meeting Comments/ Summary

## CHAPTER 1 – MEETING PURPOSE AND STYLE

The reason for this New Route public meeting was to inform the public of the project and its purpose and need, display the alternatives being considered, introduce the public to the Advisory Committee guiding the project and solicit ideas and opinions which will help the Transportation Cabinet make decisions about project design.

The meeting location was selected based on project location, accessibility to the site and size and convenience of the meeting room. The South Oldham High School is located on the KY 329 Bypass in Crestwood, and the project terminates at KY 22 and the KY 329 Bypass in Crestwood - less than a mile from the school.

The meeting room was in the school cafeteria on the first floor just inside the front door. A sign-in sheet and handout were provided to each person entering the meeting. More people attended the meeting than available handouts, so people not receiving handouts were mailed a copy of the handout the following day. The persons receiving the handouts late were given extra time for mailing back their comments. Each person was encouraged to make comments after reviewing the exhibits. A comment sheet was provided in the handout and extra copies were available for those persons who needed them.

The meeting format was referred to as an "Open House" meeting style, which basically allows for an informal viewing of the project information with knowledgeable persons available to answer questions and to assist in information review. The Advisory Committee membership along with members of the Kentucky Transportation Cabinet and the Consultant Design Team were available to answer questions. The Public Involvement program for this project involved four meetings with the Advisory Committee in advance of this Public Meeting. Those four meetings were designed to inform the Committee about project purpose and need, project function, planning and programming conditions, design requirements and safety statistics regarding roadway elements. These meetings prepared the Advisory Committee to identify what they considered to be reasonable alternatives for the New Route project. The Committee identified several alternative alignments and typical roadway sections and a preferred type of access control. These alternatives developed by the Advisory Committee were shared with the public.

The meeting exhibits included a handout, a Purpose and Needs Statement on a large board and three sets of Alternative Alignment maps and alternative typical roadway sections. Three sets of maps/typicals were used to disperse the public into three congregating areas. Several committee members, a Transportation Cabinet member and a Consulting Design Team member were positioned at each map site to answer questions from the public. There were at least six people at each site to answer questions and encourage comments.

## CHAPTER 2 – MEETING NOTICE

The notice of the Public Meeting was provided through several sources, namely:

1. The Meeting Notice containing project purpose, need, location and time was advertised in the Legal Section of:
  - a) The Courier-Journal  
Monday, June 7, 1999 and Wednesday, June 16, 1999, and
  - b) The Oldham Era  
Thursday, June 10, 1999 and Thursday, June 17, 1999.
2. Advisory Committee handouts and meeting minutes also included the June 22, 1999 public meeting date. Committee members were encouraged to communicate with their neighbors and invite them to attend the public meeting and make comments.
3. All visitors to the Advisory Committee meetings were sent meeting minutes that identified the June 22, 1999 meeting date with encouragement to attend the public meeting.

A copy of the Legal Advertisement with cover letters to the two most widely circulated newspapers in the project area is included in this Summary Report for reference.



## LEGAL NOTICE OF A PUBLIC INFORMATION MEETING

**Jefferson/Oldham County  
Crestwood Bypass Extension  
FD04 121 SW99 018D  
Item No. 5-367.00**

The Kentucky Transportation Cabinet has scheduled a Public Informational Meeting to discuss the preliminary design of the proposed Crestwood Bypass Extension. This Bypass Extension will extend the current Crestwood Bypass under construction from the KY 22 intersection south and then west to the intersection of Old Henry Road near the Old Henry Road interchange at Gene Snyder Freeway, as shown on the map. The purpose of this meeting is to inform the public of the project and its purpose and need, display the alternatives being considered, introduce the public to the Advisory Committee guiding the project, and solicit ideas and opinions which will help the Cabinet make decisions about the design.

This Public Informational Meeting will be held on Tuesday, June 22, 1999 from 6:00 to 8:00 p.m. at the South Oldham High School, Crestwood, KY. There will not be a formal presentation of the project, therefore the public can attend anytime between the above hours. Information and exhibits describing the project will be provided at the meeting. Representatives of the Department of Highways will be available to assist the public with any information available and receive their views and comments. Written and oral statements may be submitted during the meeting as well as submitted to the address listed below up to fifteen (15) days after the Public Informational Meeting. Anyone having an interest in the project is urged to attend this meeting.

Once compiled, the summary from this public meeting and other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Transportation Cabinet, Department of Administration Services, State Office Building, Frankfort, Kentucky 40601.

In accordance with the "Americans With Disabilities Act," if you have a disability for which the Transportation Cabinet needs to provide accommodations, please notify us of your requirements by Friday, June 18, 1999. This request does not have to be in writing.

We may be contacted at the Louisville District Office, Design Section at (502) 367-6411 or in writing to the address below:

Mr. William R. Monhollon, P.E.  
Chief District Engineer  
District #5 Office  
Kentucky Transportation Cabinet  
Department of Highways  
P.O Box 37090  
Louisville, KY 40233

## CHAPTER 3 – MEETING INFORMATION

Meeting information came from several sources:

- Advisory Committee members had already attended four project meetings and were encouraged to share all meeting handouts and meeting minutes with their neighbors.
- There was a public meeting handout (copy included) made available to all persons in attendance. Several persons in attendance took extra copies for their neighbors who were unable to attend the public meeting.
- Exhibits were available at the public meeting for review. Informed persons (Committee Members, KYTC personnel and Consultant Design Team Members) were available to explain the project information to the public.

The public meeting exhibits were positioned into three congregating areas in the school cafeteria to allow room for the large public attendance.

The exhibits made available for review included:

- The Project Purpose and Need Statement was placed on a large board so all attendees could see and read.
- There were three project congregating areas that included:
  - A large 3' x 5' aerial photograph with the Committee suggestions for possible project alignments, and
  - A large 3' x 5' board with three possible typical sections for consideration based on design speed and right-of-way requirements.
  - A note regarding type of access control was also included on the Typical Section board
  - A video tape on a continuous loop was also available for reviewing, that generally depicted what the various typical roadway sections would look like from a motorist's perspective. The drive-through view was depicted in the proper design speed for each typical section.

There were at least six people at each exhibit to explain the project information.

## CHAPTER 4 – MEETING ATTENDANCE

There were approximately 220 in attendance (see attached sign-in sheets). The special mark by the last people to sign-in indicates those persons that were sent copies of the handout, the following day.

The attendees were encouraged to review the project information, ask questions and make comments. The comments received have been included in the next chapter.

## CHAPTER 5 – MEETING COMMENTS/SUMMARY

Public comments were encouraged and were received from two different sources:

- Written comments were received at the meeting on comment sheets provided in the handout, or comments were received in writing by mail within a reasonable time ( at least 15 days after receiving the meeting handout) following the June 22, 1999 public meeting, or
- Oral statements were transcribed from a type recorder that was made available at the public meeting.

There were 61 comments received by the Kentucky Transportation Cabinet. A copy of the full statement of comments is included in this document. Also included is an abbreviated version of each comment that identifies the salient points needed by the Advisory Committee to identify the preferred project options for further study.

The public comments were further consolidated to identify principle choices and objections expressed by the public. This condensed version of the comments is a one-page summary that identifies:

- the preferred alignment options
- the preferred typical roadway sections
- the preferred type of access control
- the need for a bike/hike trail, and
- the need to avoid the Floyds Fork area

These public comments and summaries were used by the Advisory Committee at their July 13, 1999 meeting to determine the project options to consider in the environmental/engineering phase of project development.

**NEW ROUTE – JEFFERSON AND OLDHAM COUNTIES  
SUMMARY VERSION OF PUBLIC MEETING COMMENTS  
JUNE 22 PUBLIC MEETING**

1.	A. Connect Hawley-Gibson with Old Henry Road – equal in size to existing KY 146. B. Provide a left turn lane on KY 146. C. Consider other modes of transportation
2.	A,B,C,D,D',G,J,L – behind the houses along HG road traffic speed 45-55/limited access. How are KY 362 and KY 1408 to be accommodated in Shelby County? There is tremendous development on these roads. Will the county feeder roads be brought up to standard with state money?
3.	Has anyone suggested no left turns at Railroad Avenue and KY 146 from 7-9am and 4-6pm?
4.	Take as little right-of-way as possible. Also stay south of tree line; use segment C,D,F,G.
5.	Line I,K,L is preferred because Floydsburg is historic. No to road noise, landscaped berms and large depressed highway.
6.	Concerned about constructing road along creek. House may flood if road is constructed near Pearce Way. Prefer road along Hawley-Gibson Road.
7.	Eliminate route A-H through Woodmont. Prefer use of segment D',G.
8.	Prefer C,E,I,K,L – More distance but higher speeds could be achieved because it is away from development.
9.	Prefer route A,B,C,D,D',G,H,J,L – it stays away from Hawley-Gibson Road and Duncan Memorial Chapel. Use lower speed design.
10.	An alignment east of Floydsburg is preferred due to development in Shelby County and less impact on existing development. It will do more to relieve congestion. Environmental impact will occur with any route.
11.	Prefer B,C,E,I,K,L - takes fewer homes and accomplishes the purpose and need.
12.	Need to minimize cost, stay away from Floyds Fork and alleviate congestion in KY 146. Prefer route D',G,J,L.
13.	Prefer route A,B,C,D,D',G,H,J,L - less home and environmental impacts. Section K,I is in floor plain.
14.	Prefer A,B,D',G,H,J,L – most direct, least environmental impact and best meets project purpose and need. Minimizes impacts in Floyds Fork and Women's Prison and Super Fund site.
15.	Against segment J,G due to wildlife impact and impact on home. Texas Gas is expanding a 48" pipe reservoir in the area and blasting is expected to occur soon. J,H is preferred over J,G but not by much.
16.	A preferred route was shown west of point J along the drainage area and then crossed KY 1408 about a half-mile northwest of the J,L line crossing.
17.	Prefer A,B,C,D. "T" Factory Lane into Old Henry Road. May require taking the end of the Scheckli airstrip.
18.	Extend Old Henry Road to a tie-in with Ash Avenue (KY 362) – Village Green residents. The road could become a frontage road to the New Route being planned.
19.	Advance the process so development can occur with less risk of negative impacts. Prefer alignment A,B,C,D,G in Jefferson County to avoid impact.

20.	Prefer A,B,C,D,D',G (J),L – Avoid routes east of Texas Gas pipeline due to environmental impacts. A. Use two lanes initial. Prefer lower speed. B. Tree lined boulevard. Minimize median. C. Limited access through shared driveways. D. Eliminate E,I segment (C,E,F and D,F). E. Preserve the Hidden Hollow Orchard and Wildlife Sanctuary. F. Airports are not assets. G. Construct bypass NW of Crestwood. H. Use RR right-of-way for light rail.
21.	Prefer route A,B,C,D,D',G,J,L – Make 2 or 3 lanes with low speed.
22.	Prefer A,B,C,D,D',G,J,L – Proceed as soon as possible.
23.	Prefer line A,B,C,D,D',G,J,L – for environmental and relocation reasons. Also best serves purpose and need.
24.	Prefer A,B,C,E,I,K,L – fewer relocations.
25.	Stay away from Floyds Fork and provide a 10' wide trail for bike-hike.
26.	Stay away from Hawley-Gibson Road.
27.	Provide a bike-hike trail on the New Route.
28.	Stay away from Floyds Fork and provide a bike-hike trail with the New Route. Stay as far away from Waldeck as possible. Minimize the amount of impact on the creek bordering line H,J.
29.	Stay away from Floyds Fork (a community value). Provide bike-hike paths.
30.	The G,J segment has the greatest impact on my property.
31.	Stay away from Floyds Fork. Please include a bike-hike path.
32.	Stay away from Old Floydsburg Road.
33.	Provide a bike-hike bath and stay away from Floyds Fork.
34.	Need bike-hike path and stay away from Floyds Fork.
35.	Need bike-hike path and stay away from Floyds Fork.
36.	Prefer A,B,C,D,D',G,H,J – with boulevard appearance.
37.	Prefer A,B,C,D,D',G,H,J,L – with 1200' spacing and boulevard appearance. A 55-mph design.
38.	Prefer C,E,I,K,L – raised median and 40-45mph design speed.
39.	Prefer L,K,I segment. Stay away from Hawley-Gibson Road and gas lines.
40.	Prefer A,B,C,D,D',G,H,J,L – least disruption. Need lots of study around point G. Control access to 1200' with boulevard appearance. This will comply with Scenic Parkway designation.
41.	Stay away from Floyds Fork.
42.	Prefer L,J,G,F,E,C,B,A. Also acceptable L,J,H,A. Limited access is good.
43.	Fewest relocations is #15 – G,H.
44.	Do not need a median due to increased ROW taking. Prefer L,K,I because trucks will use road because alternates L,J,H will not have traffic signals. Widen KY 146.
45.	Avoid Duncan Memorial and expansion area. Include a bike-hike path and avoid Floyds Fork.
46.	Stay away from Old Floydsburg Road.
47.	Prefer C,E,I,K,L.

48.	Prefer raised median, asphalt versus concrete.
49.	Widen KY 22 and KY 146 and stay away from the Old Henry Road/Hawley Gibson Road corridor.
50.	Construct road ASAP. Prefer route A,B,C,D',G,J,L. Second choice A,H,J,L.
51.	Prefer A,B,C,D',G,J,L.
52.	Stay away from Floydsburg Cemetery.
53.	Build route A,B,C,D,D',G,J,L as soon as possible.
54.	The C,E,I,K,L route is best for future growth.
55.	Prefer segment D,G on south side of existing Old Henry Road. Also lower speed design with curb and gutters.
56.	Do not want road.
57.	Texas Gas lines are being expanded along Hawley Gibson Road starting July 1999. New Route is needed.
58.	Prefer the A,B,C,E,I,K,L alignment.
59.	A,B,C,D,D',G,H,J,L is preferred. Avoid gas lines. Prefer raised median with shoulders. Speed limit should be around 50mph.
60.	Take my home if you follow Hawley-Gibson Road.
61.	Extend the New Route further out KY 22 to the east.

# NEW ROUTE – JEFFERSON AND OLDHAM COUNTIES

## SUMMARY OF PUBLIC MEETING COMMENTS

JUNE 22 PUBLIC MEETING

GENERAL COMMENTS	NUMBER OF COMMENTS*
New alignment northwest of line segment HJL	1
Widen KY 22 and KY 146 rather than new route	1
Connect Old Henry Road and Hawley-Gibson Road but make the new route just two lanes	1
Prefer A,B,C,D,D',G,J,L (Hawley-Gibson Road Corridor)	10
Prefer A,B,C,D,D',G,H,J,L (Northwest of Hawley-Gibson Road Corridor)	12
Prefer C,D,F,G / C,E,F,G (Southeast of Old Henry Road)	2
Prefer I,K,L (East of Floydsburg)	12
Prefer two lanes	2
Prefer median narrow or raised	6
Lower speed design / curb and gutter	5
Bike / hike lane / stay away from Floyds Fork	11
Prefer 1200' spacing on access control	2
Advance process	3
Boulevard appearance	2

\*Not all of the 61 summary comments are included.



**KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DISTRICT 5  
LOUISVILLE, KENTUCKY**



**PUBLIC MEETING**

**NEW ROUTE FROM OLD HENRY ROAD @ I-265 TO KY 329 BYPASS  
@ KY 22 IN CRESTWOOD  
JEFFERSON – OLDHAM COUNTIES**

The subject project is located in eastern Jefferson and western Oldham Counties. The project provides for the eventual construction of a new highway from the Old Henry Road interchange with I-265 northeast to KY 329 Bypass at KY 22 in Crestwood. The overall length of the project is approximately 4.5 miles. The roadway is envisioned as being four lanes with a grass median (either raised or depressed) that can accommodate left turn lanes. The suggested roadway may have a boulevard or parkway-type appearance. Special landscaping treatments have been suggested for areas outside the designated clear zones. The design speed may be between 45 and 55 mph. The lower design speed would allow for a curb and gutter urban section, whereas the higher design speed would require shoulders, clear zones and a rural section. The suggested access control for the new route is partial control of access with access points limited to a minimum of 1200'. This project is guided by a Citizens Advisory Committee selected by the Project Development Team in cooperation with the County Judge Executives of Jefferson and Oldham Counties.

AT

**SOUTH OLDHAM HIGH SCHOOL  
6403 WEST HIGHWAY 146  
CRESTWOOD, KENTUCKY  
JUNE 22, 1999  
6:00PM TO 8:00PM**



**AMERICAN CONSULTING ENGINEERS, PLC**  
"EXCELLENCE IN ENGINEERING FOR MORE THAN A QUARTER CENTURY"

**NEW ROUTE**  
**OLD HENRY ROAD INTERCHANGE WITH I-265**  
**TO KY 329 BYPASS @ KY 22 IN CRESTWOOD**

PUBLIC MEETING  
JUNE 22, 1999

## COMMENTS AND VIEWS CONCERNING THE PROJECT

This image shows a single page of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

TO MAIL TO KENTUCKY TRANSPORTATION CABINET, USE A TRIFOLD SO THAT KYTC ADDRESS SHOWS (see back of sheet).

## APPENDIX E

## ACRONYM LIST

## ACRONYM LIST

ADT – Average Daily Traffic

APE – Area of Potential Effect

CEF – Cost-Effectiveness Factor

CO – Carbon Monoxide

CSRR – Conceptual Stage Relocation Report

dBA – Decibels on the A-weighted Scale

DHV – Design Hourly Volume

EA – Environmental Assessment

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration

FY – Fiscal Year

HC - Hydrocarbons

KDFWR – Kentucky Department of Fish and Wildlife Resources

KNREPC – Kentucky Natural Resources and Environmental Protection Cabinet

KTC – Kentucky Transportation Center

KYTC – Kentucky Transportation Cabinet

KSNPC – Kentucky State Nature Preserves Commission

Leq – sound level for specified time period

LESA – Land Evaluation Site Assessment

LOS – Level of Service

MPH – Miles Per Hour

MPO – Metropolitan Planning Organization

NAAQS – National Ambient Air Quality Standards

NAC – Noise Abatement Criteria

NHS – National Highway System

NO<sub>x</sub> – Nitrogen Oxides

NRCS – Natural Resources Conservation Service

NWI – National Wetlands Inventory

RCRA – Resource Conservation and Recovery Act

ROW – Right of Way

SHPO – State Historic Preservation Office (Kentucky Heritage Council)

SIP – State Implementation Plan

STIP – Statewide Transportation Improvement Program

TSM – Transportation System Management

USACE – United States Army Corps of Engineers

USDOT – United States Department of Transportation

USFWS – United States Fish and Wildlife Service

UST – Underground Storage Tank

VPD – Vehicles Per Day